CR Consumer Reports®

Nissan Altima

UPDATES FROM TOYOTA, SUBARU, NISSAN & GMC

New Cars™

NEW 2019 MODELS

What's HOT in SUVs

RECOMMENDED SAFETY FEATURES

FUEL ECONOMY WINNERS AND LOSERS

SUBARU ASCENT
Brand-New Three-Row SUV

LUXURY & THREE-ROW

- Audi Q5
- BMW X3
- Lexus NX
- Chevrolet Traverse
- Ford Expedition
- Lexus RX 350L

252 MODELS RATED AND REVIEWED

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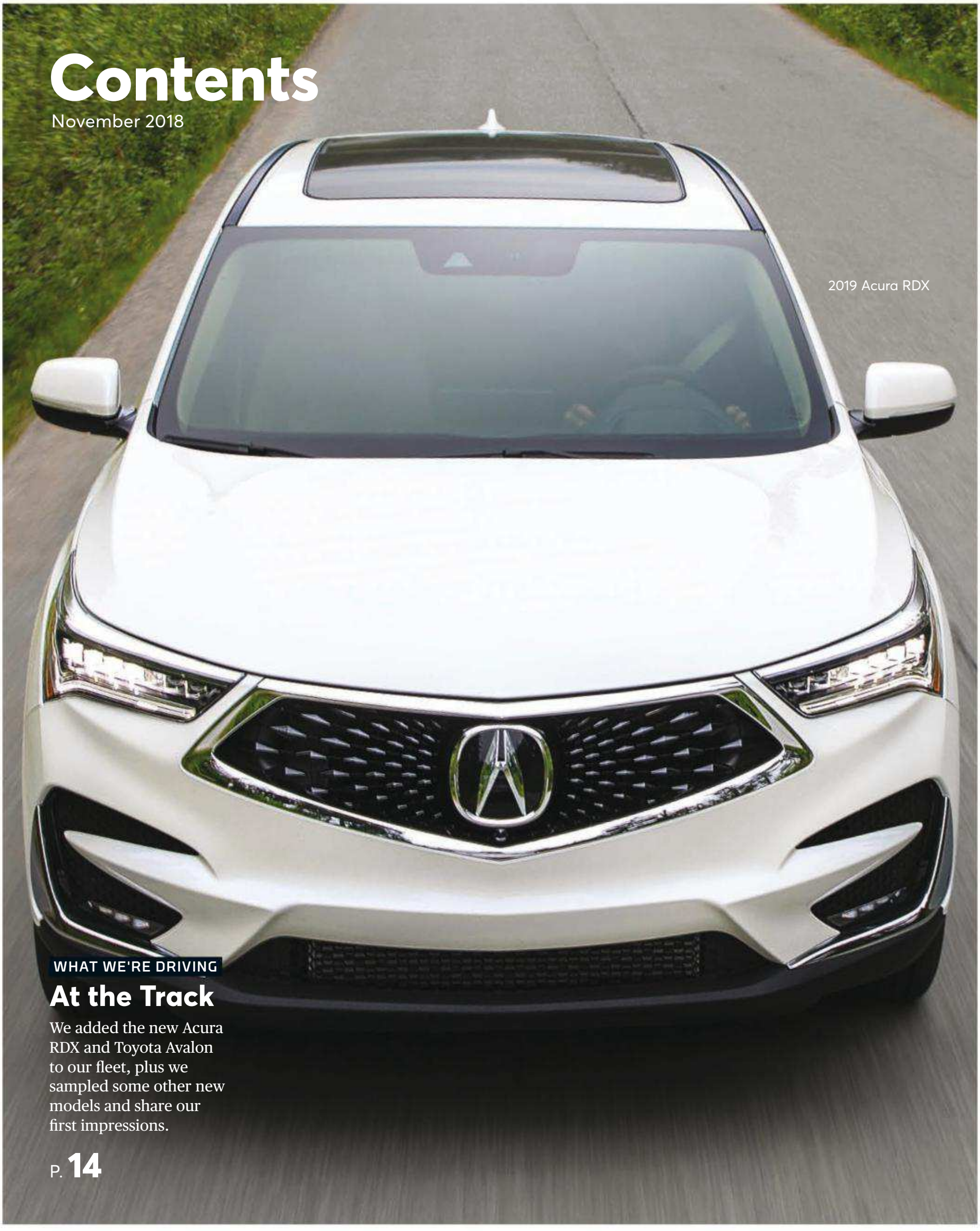
November 2018



2019 Acura RDX

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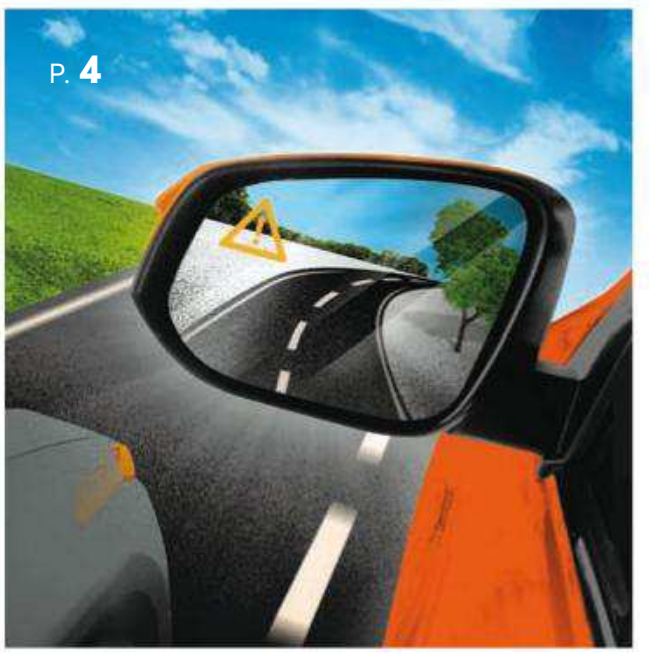

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The CR Difference

WHETHER TEARING OFF calendar pages or digitally swiping to the next month, the transition from summer to fall brings changes. Vacation days become school days, shorts and T-shirts are replaced by jeans and sweatshirts, and old car models get moved off the sales floor to make room for the latest ones.

With the new model year in full swing, buyers have a choice: Waiting for an upcoming car down the road vs. getting the immediate gratification of buying a new 2018 or 2019 model today.

To help guide your decision, we take a look at the all-new GMC Sierra, Hyundai Tucson, Lexus UX, Nissan Altima, Subaru Forester, and Toyota RAV4, starting on page 11. All of these will be hitting showrooms soon.

If waiting isn't your game, on page 14 we share our insights on five new or redesigned models available right now: the Acura RDX, Genesis G70, Ram 1500, Subaru Ascent, and Toyota Avalon.

Or maybe you're ready to jump into a new SUV. If so, don't miss our look at two of the most popular segments. On page 20 we look at six of our top-scoring luxury compact SUVs.

If you need a three-row model to haul the whole family, turn to page 28 to get the lowdown on six recently tested SUVs.

We also highlight the models that get the best and worst fuel economy in our testing.

In addition, we back up all these expert insights with full ratings on more than 250 vehicles, guiding you to the best in each category and helping you to avoid the worst. We also have reviews on 252 of the major models on sale, as well as reliability data and easy-to-use comparison charts highlighting results from government and insurance-industry crash tests, and our own road-test data.

Buying a new car is an exciting event, and we would love to share in that excitement with you. So connect with us on **CR.org** or through Facebook, Twitter, or Instagram, and let us know which vehicle you bought and how your buying experience went!

Jon Linkov and CR's Auto Test Center Team

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Please recycle

Ask Our Experts

CR members ask the experts at our Auto Test Center whether a new kind of winter tire actually works, how to rent a car with a child seat, and other questions.

Q. I live in an area that gets some snow, but not enough for winter tires. However, I am not happy with the performance of all-season tires when it *does* snow. Do the new all-weather tires work at all, or are they a gimmick?

All-weather tires are meant to bridge the gap between multipurpose all-season tires and dedicated winter tires. They can be used all year long, and like winter tires, they have sufficient snow traction to earn a three-peak mountain and snowflake symbol.

We currently have five all-weather tires in our testing program and found that they have solid winter grip. Like many dedicated winter tires, however, some have long stops in wet weather.

Q. We reserved a car and child seat at a rental agency. But upon arrival we were told that car seats are on a "first-come, first-served basis, and we just had a lot go out," and that "reserved" is just a request for an available seat. Have your child-seat experts heard of this problem?

We've also had trouble finding seats when renting on occasion, and it sometimes took multiple tries to get a clean seat or the right type of seat. Even if you do get a seat, the chances of getting a correct, secure installation are lower with an unfamiliar vehicle or child seat.

Our advice is to bring your own seat if you can—particularly because most airlines will allow the seats to be checked as baggage free of charge, even at the gate. You can buy a plastic cover that will keep water and dirt off the seat, and you can also buy less expensive "travel" car seats.

Q. The Subaru EyeSight system will intermittently shut off in my 2015 Legacy sedan and 2016 Outback wagon. Why does this safety feature do this?

We are aware that advanced safety systems from many manufacturers—including Subaru's EyeSight—can shut off in certain weather and lighting conditions.

Even though there are situations where it may not work, having a car with this type of safety equipment is better than not having it all.

Q. What percentage of vehicle models get recommended ratings from Consumer Reports?

We don't have a fixed percentage of vehicles we recommend. Currently, we recommend 41 percent of the vehicles we've tested, but some categories have more recommended vehicles than others. To earn CR's recommendation, a vehicle must do well in our tests, have at least average predicted reliability, and, if tested, must perform well in government and insurance-industry crash tests.

41%

of the vehicles we tested are recommended.

PHOTO: GETTY IMAGES

Starting Up

The safety systems our members like and dislike, and how to shop at an auto show

Safety Technology That Works

We asked our members what they like and dislike about the advanced safety systems on their own cars. Here's what they had to say.

ADVANCED SAFETY SYSTEMS are helping many drivers avoid crashes, and those drivers say they're satisfied with how the systems work, the Consumer Reports' Advanced Auto Safety Systems Survey has found.

Almost 66,000 CR members reported on the nearly 75,000 vehicles they own. These vehicles were from the 2014-2017 model years, and were equipped with safety features including automatic emergency braking (AEB), forward-collision warning (FCW), blind-spot warning (BSW), and lane-departure warning (LDW), all of which have the potential to reduce crashes.

We asked members whether they were satisfied with their vehicle's advanced safety systems, whether the technology helped them avoid a crash, and their satisfaction with each type of alert or warning their vehicles were equipped with.

The survey results offer a wide-ranging look at owners' experiences with these safety features, and also clearly show that drivers like some features–and the way some brands implement them–more than others.

Rear Cross-Traffic Warning [RCTW]

Systems give visual, audible, and/or tactile notification of an object or vehicle that is out of rear camera range but is approaching as drivers are backing up. Some systems will automatically brake to avoid a crash. The Insurance Institute for Highway Safety (IIHS) says that RCTW can reduce backing crashes by 22 percent.

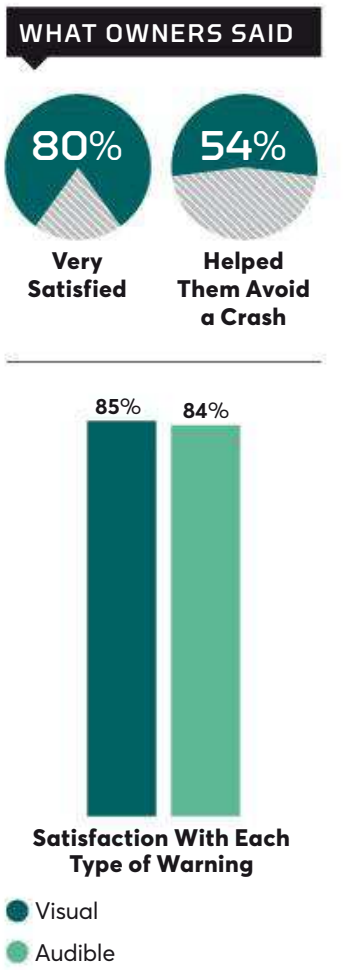
CR's Take

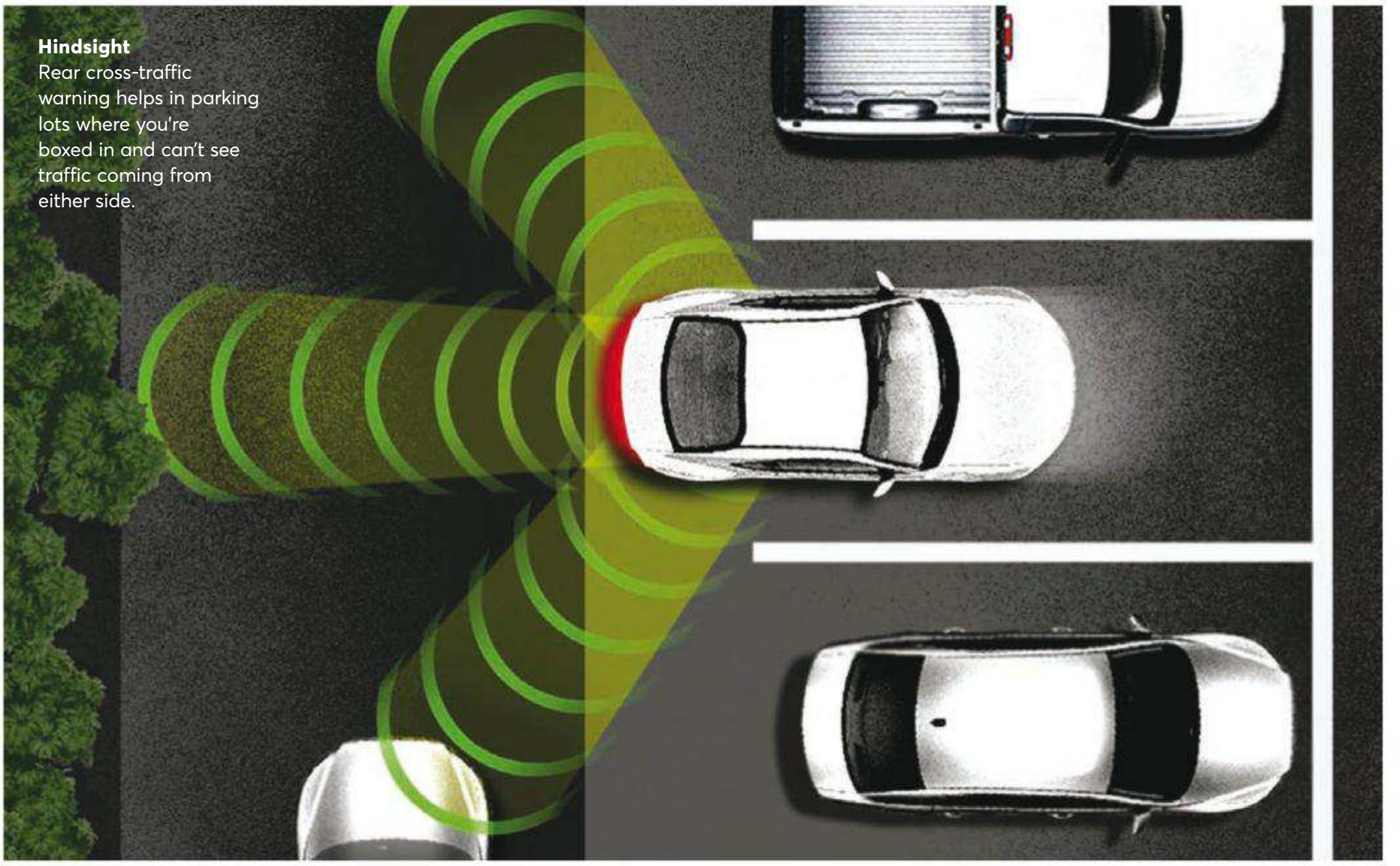
Now that rearview cameras are mandatory on new 2018 vehicles (a rule that CR and other advocates pushed for), drivers should find it easier to see what's behind them. Add in a rear cross-traffic warning system, and maneuvers become even easier in a busy parking lot.

Which Brands Do RCTW Best?

Genesis *(90 percent)* **Subaru** *(85 percent)* and **Hyundai** *(85 percent)* have the highest owner satisfaction rates recorded in our survey.

Audi *(66 percent)*, **BMW** *(61 percent)*, and **Mercedes-Benz** *(59 percent)* have the lowest. Many owners of these low-rated brands told CR that the systems did not have enough range, and could only detect objects that were already too close.



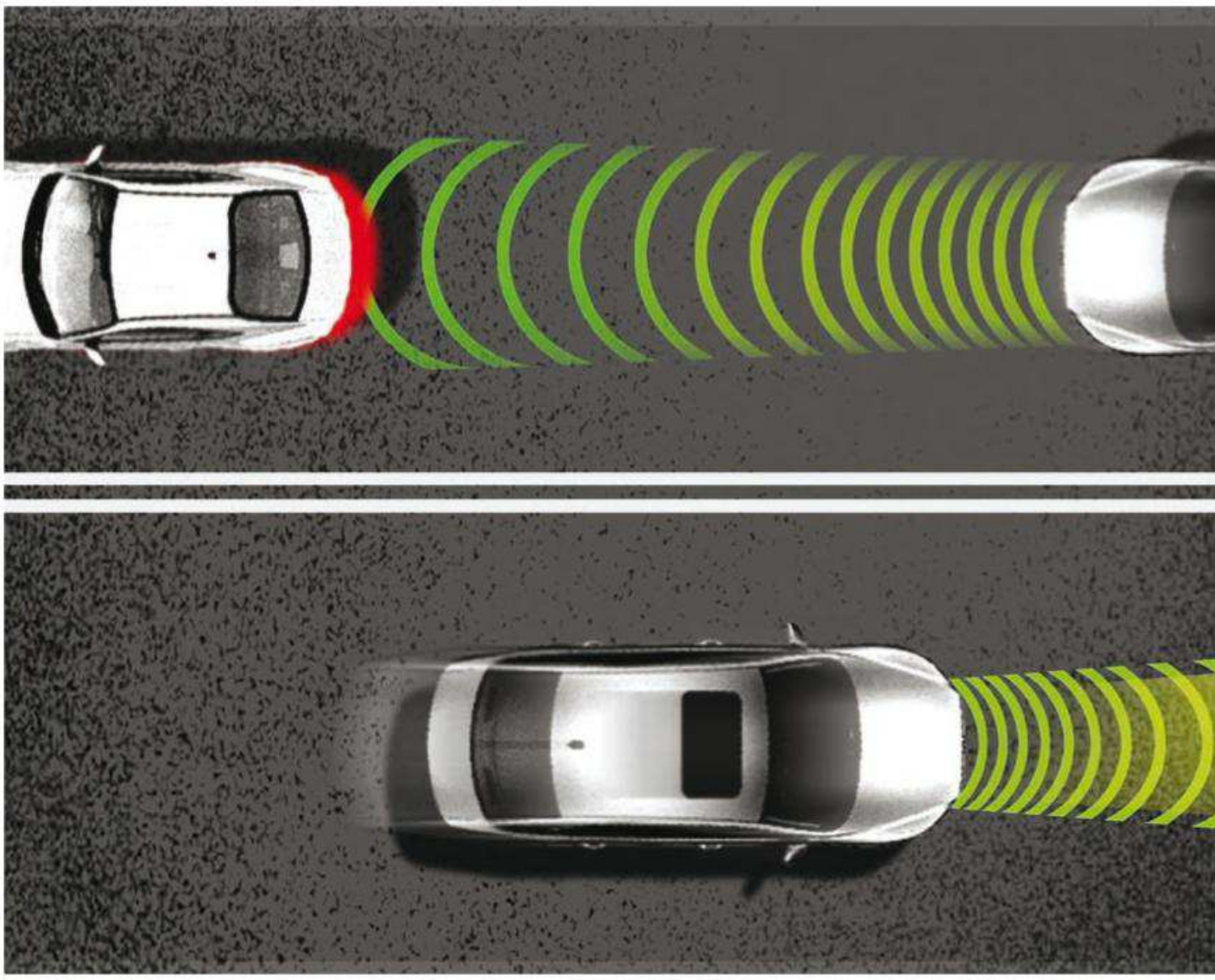


Hindsight
Rear cross-traffic warning helps in parking lots where you're boxed in and can't see traffic coming from either side.

ILLUSTRATIONS: JOHN RITTER

Blind-Spot Warning [BSW]

Detects and warns drivers about vehicles that approach from the side. It gives a visual, audible, and/or tactile alert to indicate that it's unsafe to merge or change lanes. The system may provide an additional warning if drivers use their turn signal when there is a car in the lane next to them. According to IIHS data, BSW can cut lane-change crashes by 14 percent.



CR's Take

BSW makes for safer lane changes, which is a real boon for drivers in vehicles with big blind spots. Many manufacturers charge extra for BSW even in cars that have standard FCW, but even if shoppers have to pay extra, we don't think they'll regret it.

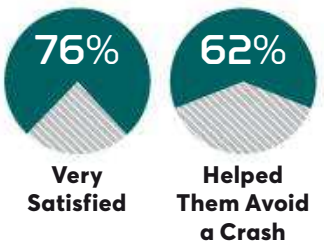
Which Brands Do BSW Best?

Genesis *(91 percent)*, **Dodge** *(83 percent)*, and **Chrysler** *(82 percent)* have the highest owner satisfaction rates recorded in our survey.

VW *(64 percent)*, **BMW** *(62 percent)*, and **Tesla** *(36 percent)* have the lowest.

Chrysler and **Dodge** owners said they liked their vehicles' easy-to-see BSW icons on side-view mirrors, combined with audio alerts. Multiple survey respondents said they were unhappy with Tesla's placement of BSW warnings on the dashboard display.

WHAT OWNERS SAID



Forward-Collision Warning [FCW]

The system provides a visual, audible, and/or tactile alert to warn the driver of an impending collision with a car or object directly in its path. Data from IIHS shows FCW reduces rear-end accidents by 27 percent. Despite FCW's benefits, many drivers complained to CR about too many false positives.

CR's Take

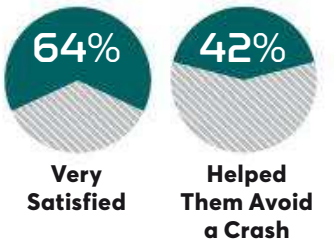
More automakers are making FCW available in new cars, but it's still not standard equipment across the industry. CR believes it should be, given its ability to protect and save lives. If FCW isn't standard, shoppers may have to move up a trim line, or buy an extra package, which can cost up to $2,500.

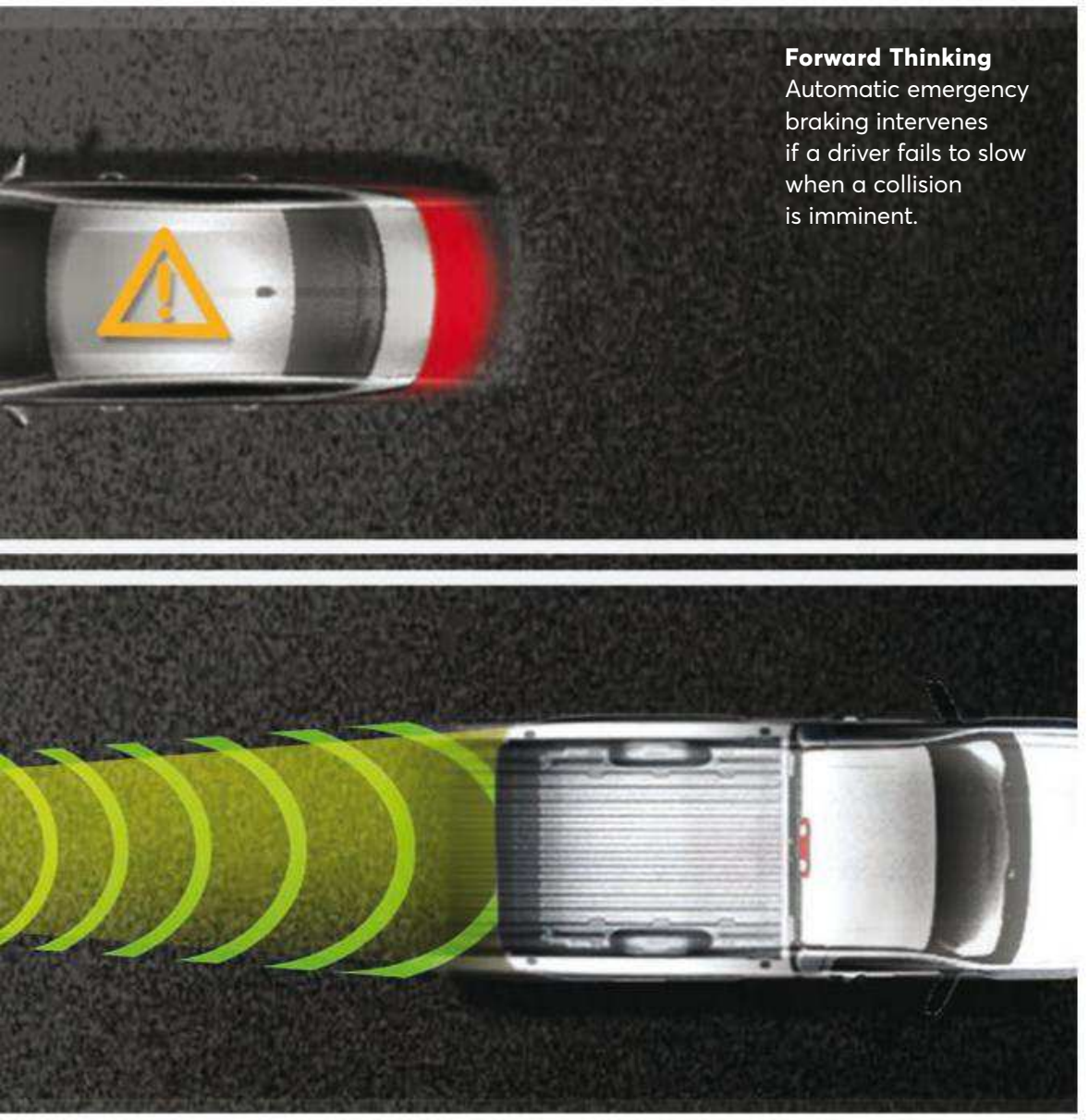
Which Brands Do FCW Best?

Subaru *(75 percent)*, **Infiniti** *(74 percent)*, and **Lincoln** *(73 percent)* have the highest surveyed owner satisfaction rates.

Honda *(54 percent)*, **Mazda** *(54 percent)*, and **Acura** *(51 percent)* have the lowest.

WHAT OWNERS SAID





Forward Thinking
Automatic emergency braking intervenes if a driver fails to slow when a collision is imminent.

Automatic Emergency Braking [AEB]

If a car equipped with AEB senses a potential collision and the driver doesn't react in time, it starts braking automatically to mitigate the effects of a crash, or even avoid it altogether. IIHS data shows rear-end collisions are cut by 50 percent on vehicles with AEB and FCW.

CR's Take

FCW and AEB are often packaged together, often as a $1,000 to $2,500 option or upgrade. Keep in mind there are systems that only work at low speeds, while others work at higher speeds. Also, remember that different automakers have their own names for AEB systems—so be sure to check before you buy. Although CR believes that AEB should be standard equipment on all new cars, CR testers have experienced AEB on the road and believe it's worth the extra expense.

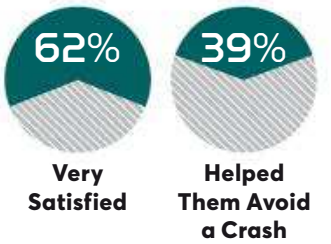
Which Brands Do AEB Best?

Genesis *(77 percent)*, **Infiniti** *(71 percent)*, and **Subaru** *(69 percent)* have the highest owner satisfaction rates recorded in our survey.

Chevrolet *(54 percent)*, **BMW** *(54 percent)* and **Mazda** *(47 percent)* have the lowest.

Genesis, a new brand from **Hyundai** that debuted with two luxury sedans in the 2016 model year, scored well throughout our survey.

WHAT OWNERS SAID



Very Satisfied | **Helped Them Avoid a Crash**

Lane-Departure Warning [LDW]

Drivers get visual, audible, and/or tactile warnings—such as steering wheel or seat vibrations—when a car crosses lane markings. The system does not activate if drivers use turn signals. IIHS data shows that LDW can reduce single-vehicle, sideswipe, and head-on crashes by 11 percent.

CR's Take

This system can help protect drowsy or distracted drivers. At the very least, the LDW system's feedback should be a good reminder for drivers to use their turn signals when changing lanes.

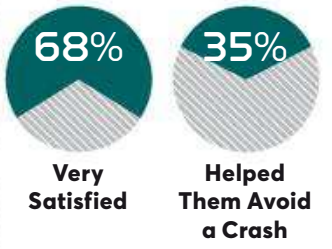
Which Brands Do LDW Best

Genesis *(85 percent)*, **Hyundai** *(79 percent)*, **Cadillac** *(75 percent)* have the highest owner satisfaction rates recorded in our survey.

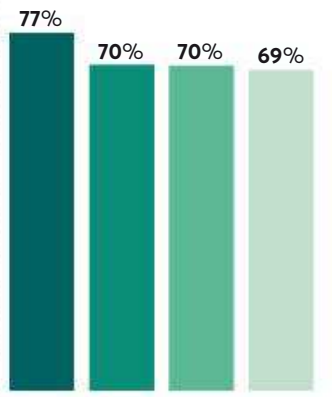
Nissan *(63 percent)*, **Honda** *(58 percent)*, and **Porsche** *(57 percent)* have the lowest.

In survey comments, both **Nissan** and **Honda** owners said they experienced too many false positives.

WHAT OWNERS SAID

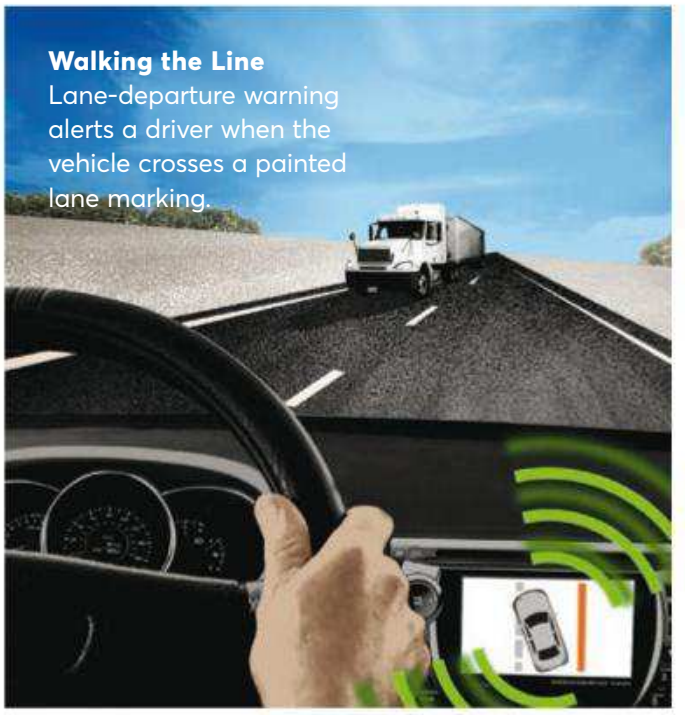


Very Satisfied | **Helped Them Avoid a Crash**



Satisfaction With Each Type of Warning

- Seat Vibration
- Visual
- Audible
- Steering Wheel Vibration



Walking the Line
Lane-departure warning alerts a driver when the vehicle crosses a painted lane marking.

Note: Percentage ratings are based on the number of vehicles in the survey equipped with each safety feature

Auto Show Secrets

There's probably an auto show near you. This is a great opportunity to find your next vehicle without the pressure to buy.

CAR SHOWS ARE an excellent place for shoppers to compare and contrast the latest offerings without salespeople looking over their shoulders.

Although the biggest events are in Detroit, Los Angeles, and New York, there are nearly 50 other auto shows in cities across the U.S. throughout the year, where shoppers can check out cars in person while avoiding the stress of a dealership visit.

Low Pressure

The ability to compare cars side by side is a major benefit of going to an auto show, according to Barbara Pudney, vice president of Paragon Group, which produces auto shows in Denver, Boston, and other major U.S. cities.

"You're thinking in your mind, 'Camry,' " she says. "And you suddenly get to match it to Sonata and Accord, and they're right there next to each other."

Jake Fisher, auto-testing director at Consumer Reports, agrees. "An auto show is a fast, efficient way to get into a variety of vehicles from different manufacturers without the pressure of a salesperson trying to close a deal," he says.

Look Before You Shop

Cars can't be purchased at auto shows. Instead of salespeople, automakers send trained representatives to answer questions about the vehicles on display.

Toyota, for instance, sends its product specialists to an in-depth training session before auto-show season starts. "This training involves several days of brand immersion, hands-on product learning, and consumer engagement training," says Vinay Shahani, Toyota's vice president of marketing. Training continues between shows as new models roll out.

Not all cars are at all shows. For instance, Audi, BMW, Mercedes-Benz, and Porsche aren't showing at the 2019 Detroit Auto Show, and some manufacturers are largely absent from many

PHOTO: SCOTT OLSON /GETTY IMAGES

regional shows, too. And the brands that are present don't always take every model to the show floor, so be sure to ask about any options or vehicles that aren't on display. At the smaller shows, automakers and local dealers will often display cars that are already on the market.

Fun for the Family

At top-tier auto shows like the ones in Detroit, Los Angeles, and New York, automakers will have the newest models and show off concepts that might not go on sale for years—or ever. Be aware, too, that some of the production cars unveiled at shows might not be available to buy for several months or longer. Almost all shows have sections devoted to classic and exotic cars, and also offer family activities that can help make the experience enjoyable for all ages. Which kind of show you should attend—and how far you should travel—depends on the kind of car you're looking for.

Although a study by the Auto Shows of North America found that 57 percent of auto-show attendees planned to buy a new car within the next 12 months, Pudney says some people go just to keep up with the latest styles, technology, and safety. "They want to know about it for when their time comes," she says.

How to Get the Most Out of an Auto Show

Even though you're not buying a new car, you should still do some preparation before heading to an auto show. If you do your research, you'll know which cars you'll want to check out and what questions you'll want to ask.

- **Make a plan.** Narrow down the list of cars you're interested in before you get there. A good place to start is the vehicle profiles beginning on page 56.
- **Collaborate.** Take everyone who will drive or ride in the car with you, so they can all judge comfort and ergonomics.
- **Kid approved.** If you have kids, see how easy it is for them to get into the car and use the seat belts. That's especially true for models with third rows.
- **Check the schedule.** Make sure the brands and cars you want to see will be there; they aren't at every show. And keep in mind that weekends and holidays may be the busiest times.
- **Write it down.** Remember to take notes and pictures of cars and features that you're interested in.
- **Be open-minded.** You should look at a few models that are just above and below your price range. You might end up really liking a car that wasn't on your original list.
- **Take your time.** Check out the feel of the materials, the comfort of the seats, and the ease of getting in and out. Even if there's a crowd, make sure you have enough time in a car to form a valid opinion.
- **Ask questions.** The representatives are trained to answer them, and they won't put pressure on you to buy.

On the Road

New 2019 models, what we're testing, our top-rated luxury SUVs, the newest three-row SUVs

Worth the Wait

Two popular compact SUVs are totally redesigned for 2019. Plus, Lexus adds a hybrid, the Nissan Altima gets all-wheel drive, and GMC puts a carbon-fiber bed in its luxe pickup truck.

GMC Sierra

FROM NEW FUEL-SAVING technology to the latest in advanced safety systems, these cars, trucks, and SUVs promise to outperform their predecessors. CR got the chance to check them out before they hit dealerships, so we can tell you whether it's worth waiting for a new model. If you're in the market for a new vehicle, here's what to expect.

FALL 2018

Subaru Forester

We've historically praised the Subaru Forester for its practicality, safety, and value for money. The new version retains its boxy looks and standard all-wheel drive.

The new Forester is slightly bigger than its predecessor, but it isn't as large as Subaru's new Ascent three-row SUV. Subaru says the 2019 Forester gets more cargo space, with a larger opening for the rear hatch and a flatter load floor for easier access. The automaker also claims that the cabin is quieter, which addresses one of our few complaints about the outgoing model. Android Auto and Apple CarPlay compatibility are now standard, and the unintuitive infotainment system has been replaced with a more modern one.

All Foresters now get LED headlights, and the Sport model features a rear LED floodlight that illuminates the area around the rear gate when opened—useful in both dark driveways and campsites.

The only engine available is a 2.5-liter four-cylinder that's had a horsepower increase from 170 to 182. A continuously variable transmission is standard. Subaru says the new Forester will get improved fuel economy. A turbocharged engine and manual transmission aren't available.

All 2019 Foresters come standard with Subaru's camera-based EyeSight advanced safety and driver assistance system, with automatic emergency braking, lane-departure warning, lane-keeping assist, and adaptive cruise control. The top-of-the-line Touring gets the DriverFocus system, which uses facial recognition software to recognize signs of driver fatigue or driver distraction.

CR SAYS Most buyers won't miss the manual transmission, but they'll appreciate the quieter interior.

WINTER 2018

Toyota RAV4

This massively popular compact SUV gets a new look, new technology, and a new rugged trim line.

On the outside, the RAV4 is lower and wider, and it gets an optional two-tone color scheme. Inside, a 7-inch touch screen with Apple CarPlay is now standard. Options include Qi wireless phone charging, a panoramic moonroof, a hands-free power liftgate, and a rear camera that displays a wide-angle video feed in the rearview mirror.

Toyota's leather substitute, called Softex, will again be offered. The orange stitching accents we saw on the Adventure model had a distinctly '70s vibe.

The Adventure trim also includes rugged-looking roof rails and fog lights, plus what Toyota calls a Multi-Terrain Select system with special drive settings for snow, mud, sand, and rocks. The RAV4 has never been known for its off-road prowess, so this sounds as if it's geared for gravel roads, not climbing boulders.

The standard powertrain remains a 2.5-liter, four-cylinder engine with an eight-speed automatic transmission. A hybrid version, on sale in 2019, will come with a continuously variable transmission (CVT). Versions that are equipped with the optional all-wheel-drive system will be able to distribute power between left and right rear wheels in an effort to improve handling.

Historically, the RAV4 has done very well in our reliability surveys.

Forward-collision warning, automatic emergency braking, lane-departure warning, lane-keeping assist, and adaptive cruise control are all standard.

CR SAYS A perennial favorite gets even better with a new look, new tech, and new capabilities.

FALL 2018

Nissan Altima

Nissan is adding new features to the redesigned 2019 Altima sedan that just might attract buyers away from small SUVs.

First and foremost is the availability of all-wheel drive. That sets the Altima apart from other popular midsized sedans like the Honda Accord, Hyundai Sonata, and Toyota Camry, which are front-drive only.

The Altima gets new engine options, as well: Buyers can choose between a 188-hp, 2.5-liter four-cylinder or a 248-hp, 2.0-liter turbocharged four-cylinder engine. Nissan says the turbo engine offers six-cylinder performance with four-cylinder fuel economy.

Ride quality and handling performance fell short in the last Altima we tested, so it will be interesting to see how—or whether—the redesign improves on those counts.

An 8-inch touch-screen infotainment system with Android Auto and Apple CarPlay is standard. Thankfully, the interior retains traditional buttons and knobs for frequently used functions. Overall, the Altima's interior styling remains conservative.

All Altimas will get forward-collision warning and automatic emergency braking. A pedestrian-detection system, rear cross-traffic warning, lane-departure warning, and rear automatic emergency braking will be optional.

Nissan's ProPilot Assist driver-assist system, which can govern speed according to traffic and steer the car during certain driving conditions, will be available on higher-end trims.

CR SAYS All-wheel drive and ProPilot Assist give the Altima a fighting chance in the dwindling sedan segment.

WINTER 2018

Lexus UX

The new UX is based on the Toyota C-HR, but a few unique features set it apart from its corporate cousin.

Two powertrains will be available. The front-wheel-drive UX 200 will use a new 168-hp, 2.0-liter four-cylinder engine paired with a CVT. This engine is more powerful than the one in the C-HR, and the CVT has been tuned to make it act more like a conventional automatic transmission.

The UX 250h hybrid uses the same engine, along with an electric motor and a nickel-metal-hydride battery pack to create 176 hp. It's notable that all-wheel drive is optional on the hybrid version of the UX. It uses an electric motor to drive the rear wheels when needed.

Lexus will use predictive software to help hybrid drivers maximize fuel economy. The Predictive Efficient Drive analyzes driving habits to optimize hybrid battery use, Predictive Deceleration Support collects GPS data on where drivers have slowed down or braked in the past and increases regenerative braking accordingly, and Predictive State of Charge uses the navigation system to predict when the battery should charge.

The UX's interior has a familiar Lexus look and feel. However, audio controls have been relocated from the dash to a small pod just behind the infotainment system touchpad. The climate and secondary controls, such as for the heated seats, remain on the center dash.

Lexus is also dipping its toe into the new world of subscription purchasing with the UX. More information on the service, pricing, and fuel economy will be available closer to the December on-sale date.

CR SAYS The UX will be the smallest hybrid that Lexus sells.

FALL 2018

GMC Sierra

Larger and lighter than its predecessor, the GMC Sierra goes even more upscale for 2019 with features not found on any other truck.

For instance, the new Sierra is the first pickup truck to offer an optional, high-strength carbon-fiber bed, which the automaker says is good for improved resistance to dents, scratches, and corrosion. The GMC pickup also debuts a new six-position MultiPro tailgate that can be used as a step, a seat, or even a desk.

Other options include a color head-up display, a trailer-mounted camera, and an upgraded rearview "mirror" that displays a wide-angle image from a camera in the back, providing a view clear of head restraints. Blind-spot warning and automatic emergency braking are optional on the SLT and standard only on the top-of-the-line Denali trim.

New for 2019 is the Sierra AT4 trim, a version that is lifted by 2 inches and designed for off-roading. It comes with standard four-wheel drive, a two-speed transfer case, a locking rear differential, and skid plates.

Otherwise, the new Sierra has a lot in common with the revised Chevrolet Silverado, with which it shares a platform and powertrains. The updated 5.3-liter (standard) and 6.2-liter (optional) V8 engines use cylinder deactivation to increase fuel efficiency. A new 3.0-liter diesel six-cylinder also joins the lineup.

Both the 6.2-liter V8 and the diesel will be mated to a new 10-speed automatic transmission.

CR SAYS The Sierra's unique features help it stand out among luxe trucks.

FALL 2018

Hyundai Tucson

Updated looks, a new base powertrain, and new standard safety features may help the 2019 Hyundai Tucson compact SUV stand out in a popular—but crowded—segment that includes best sellers like the Honda CR-V and Toyota RAV4.

The 2019 Tucson looks a lot like the current model, but with smaller headlights, a bigger grille, and more chrome trim. Inside, a 7-inch touch screen now sits above the dashboard. Android Auto and Apple CarPlay come standard, and Qi wireless smartphone charging is optional on the Limited trim. We like that Hyundai kept a standard shifter design and straightforward physical controls.

The base engine is a 2.0-liter four-cylinder. A 2.4-liter four-cylinder engine, which was introduced in 2018, is optional. Both engines are mated to a six-speed automatic transmission.

Forward-collision warning, automatic emergency braking, and lane-keep assist come standard. Optional active safety and driver-assist systems include pedestrian detection, a surround-view camera, and adaptive cruise control.

CR SAYS The Tucson is improved for 2019 but still faces stiff competition.

Lexus UX

Tech Savvy
Want the latest in safety, driver assistance, and convenience features? You'll find them on these new cars, trucks, and SUVs.

Hyundai Tucson

GMC Sierra

Nissan Altima

Toyota Avalon

At the Track

These new vehicles just arrived at our 327-acre test facility. Ahead of our official verdicts, we share our first impressions of the new cars, SUVs, and trucks we're testing.

Toyota Avalon

A large sedan that's smooth, polished, and upscale

TOYOTA TOOK A two-pronged attack when it redesigned the Avalon. The large sedan now has two distinct personalities: sophisticated and sporty. Common to both versions, though, is an elevated level of luxury.

The XLE and Limited trims target drivers who want a traditional sedan with a comfortable ride. The Touring and XSE are sportier versions with firmer suspensions and lower stances. In addition to this split, an available hybrid powertrain promises improved fuel efficiency.

We rented a V6 Touring from Honda to get an early taste of this new car, and subsequently bought our own Hybrid XLE and its different flavors.

How It Drives

The Avalon's distinguishing characteristic is its ride. The XLE has a smooth one, while the Touring we drove was fitted with an adaptive suspension that can alter the ride stiffness according to road conditions and driver demands. With both versions, the new Avalon proved to be enjoyable to drive and more agile than its predecessor.

The V6 engine provides a gentle onset of acceleration that makes the car feel as refined as a luxury sedan. Passing power is readily available, accompanied by an enthusiastic exhaust growl. The eight-speed transmission has crisp, timely shifts.

The hybrid powertrain delivers power immediately but sounds a bit gruff when the engine kicks in. However, we observed 40 mpg overall on the trip computer, impressive fuel economy for such a big car.

Inside the Cabin

The spacious cabin has an upscale feel, featuring soft materials with intricate stitching and attractive open-pore wood trim. The optional leather upholstery feels as supple as the seating surfaces found in higher-end cars. The seats are wide, and we like the four-way lumbar control.

With an optional head-up display, it's easy to see speed and warnings from driver-assist features. Straightforward buttons and knobs are easy to use, and Apple CarPlay compatibility is standard. The rear seat is large and comfortable, but its base is a bit lower to the floor because the new car's roofline isn't as tall as the outgoing model's.

WHAT WE DROVE/ BOUGHT

Model 2019 Toyota Avalon Touring/ Hybrid XLE
Price $42,200/$42,800 **Engine** 301-hp, 3.5-liter V6; 215-hp, 2.5-liter 4-cyl. hybrid **Transmission** 8-speed auto.; Continuously variable **Drive Wheels** Front

Safety

The Toyota Safety Sense P suite of advanced safety and driver-assistance systems comes standard. Features include forward-collision warning, automatic emergency braking with pedestrian detection, adaptive cruise control, lane-departure warning, lane-keeping assist, blind-spot warning, and rear cross-traffic warning.

Bottom Line

The 2019 Avalon shows significant improvements over its predecessor in ride, handling, interior quality, and amenities. Along with more sophisticated styling, the upgrades give the new car an upscale demeanor not found on prior Avalons. Our team likes the V6 Limited for letting the car's newfound refinement and agility shine. We'll have more info on the Hybrid in the coming months.

Acura RDX

The redesign offers an improved ride and handling, and a complex infotainment system

ACURA'S THIRD-GENERATION RDX impresses us with its powerful turbocharged engine, improved handling, quiet cabin, and standard advanced safety features.

But we are far less enthusiastic about the RDX's infotainment system, which we found distracting and confusing to operate.

Prices start at $37,300 and reach $47,400, which positions the RDX about $6,000 less than comparably equipped rivals.

We just bought our own RDX for our test fleet. These are our initial thoughts.

How It Drives

The RDX uses a new 2.0-liter, turbo four-cylinder engine that's rated at 272 horsepower. Although that's down 7 from last year's model, and the V6 that powered the previous generation RDX is no longer available, Acura still brings more power to the party than its competitors. Only a handful of competitors offer turbo four-cylinder engines with more horsepower.

How the new RDX performs on the road is more important than its specs, and the engine works well with the 10-speed automatic transmission. The RDX accelerates promptly, either from a stop or at highway speeds. Each shift was immediate and almost undetectable.

Acura offers front- and all-wheel-drive versions, and the AWD Tech trim we just bought is rated at 23 mpg combined by the EPA. We'll run our own fuel-economy tests soon.

The new RDX no longer shares any components with the popular Honda CR-V compact SUV and has moved to an all-new chassis for 2019.

Steering is precise, and the RDX's handling feels secure and grounded even when hustling along curvy roads.

We found the RDX's ride to be firm and controlled, and felt it did a decent job absorbing bumps. The Advance trim comes equipped with a system that adjusts the suspension depending on which mode the driver chooses: Comfort, Sport, or Sport Plus.

Acura added sound-deadening materials and a new noise-cancellation system to all RDX trims, and the Advance trim gets even more sound-absorbing materials. These efforts have paid dividends; the new RDX is one quiet SUV.

Inside the Cabin

Getting into the RDX's cabin is easy thanks to its low step-in height. Once there, the seats really stand out. Drivers of various body types said the seats fit them well and provided comfort for most drives.

One drawback is Acura's unintuitive infotainment system. Called the Acura True Touchpad Interface, it is confusing and distracting and comes with a steep learning curve. Two small touchpads on the center console are the only way for drivers to interact with many audio, phone, and navigation functions.

This system requires drivers to spend too much time with their eyes off the road and their hands off the steering wheel.

Similarly, the push/pull gear selector makes it hard to perform a succession of Reverse-Drive maneuvers without looking down, an issue drivers will experience when parking or maneuvering a three-point turn.

The RDX's rear seat and cargo space are on a par with the competition, and adults found the seats comfortable.

Safety

The standard AcuraWatch advanced safety suite includes forward-collision warning, automatic emergency braking, and lane-departure warning, among other features. The Tech trim and above includes blind-spot warning and rear cross-traffic warning.

Bottom Line

The new RDX seems to be more competitive with its new engine, transmission, and suspension. But we're concerned about the controls, particularly the confusing new infotainment system.

WHAT WE BOUGHT

Model 2019 Acura RDX SH-AWD **Price** $47,400
Engine 272-hp, 2.0-liter turbo 4-cyl.
Transmission 10-speed auto. **Drive Wheels** All

Subaru Ascent

A Subaru through and through ... but with more space

THE SUBARU ASCENT is a new three-row SUV—the first the automaker has sold since 2017. Larger than the popular Subaru Forester, it takes a simple, function-based approach that merges convenience with practicality.

We rented two SUVs from Subaru to sample this all-new vehicle before we purchase our own for testing. We were impressed by the Ascent's responsive engine and comfortable ride, but wished it handled better and had more space in the third row.

How It Drives

The Ascent's turbocharged four-cylinder engine may trail its chief rivals in cylinders and horsepower, but it provides plenty of power in real-world driving, and it's quieter than a typical Subaru engine. The CVT does a good job mimicking the gear changes in a regular transmission.

We liked that the Ascent cushions road imperfections without feeling floaty, with a ride quality that puts more expensive SUVs to shame. With that said, it drives like a larger vehicle and tends to lumber a bit in corners.

The Ascent is only offered with all-wheel drive. In Base and Premium trims, the EPA rates the Ascent at 23 mpg overall. The more lavishly equipped (and therefore heavier) Limited and Touring are rated at 22 mpg overall.

Inside the Cabin

Soft surfaces and contrasting interior accents add an upscale flair to the Ascent. All controls are easy to see, reach, and use from the driver's seat. Android Auto and Apple CarPlay are standard, and higher trim levels offer a subscription-based mobile WiFi hot spot. It comes with a whopping 19 (!) cup holders, up to eight USB ports for plugging in chargers, and even a 110-volt outlet.

Getting into the Ascent is easy with its large doors and relatively low step-in height. We liked the comfortable front seats available on the Limited and Touring trims, but the seats found on lower trims lack lumbar support.

Also depending on trim, you can choose between a second-row bench seat or captain's chairs. There's plenty of legroom, plus convenient controls for adjusting rear climate settings.

The third row doesn't have a ton of space, but it can be useful for tweens and teens in a pinch. With all seats upright, there's enough room for bags or small luggage behind the third row. When every seat is folded down, the second and third rows don't quite flatten all the way.

Safety

Subaru's EyeSight Driver Assist Technology is standard and includes forward-collision warning, automatic emergency braking, lane-keeping assist, and adaptive cruise control. Blind-spot warning, rear cross-traffic warning, and rear automatic braking are optional.

Bottom Line

Despite some drawbacks, the Ascent has an easy to live with cabin, smooth ride, and all-around versatility. That makes it a strong choice for those who need space and practicality. With its standard advanced safety systems and popular convenience features, this new three-row Subaru is an especially good choice for families.

WHAT WE DROVE

Model 2019 Subaru Ascent Premium & Ascent Touring **Price** $31,195/$44,6955 **Engine** 260-hp, 2.4-liter turbo 4-cyl. **Transmission** Continuously Variable **Drive Wheels** All

Genesis G70

A well-honed sport sedan—and you can get it with a stick shift

THE ALL-NEW Genesis G70 is refined, well-equipped, and engaging to drive. We think it's a credible challenger to German sport sedans like the BMW 3 Series.

The compact G70 is based on the same platform as the Kia Stinger (both belong to the Hyundai corporate family), but these siblings aren't identical. The G70 has a traditional sedan body style with a trunk, while the Stinger has a hatchback, and the interiors also have distinctly different styling.

Like the Stinger, the G70 is offered with a turbo four-cylinder or a twin-turbo V6 engine—the choice between mild-mannered and thrilling performance. As with other competitors (and the Stinger), the G70 can be had in rear-and all-wheel-drive configurations. Unlike the Stinger—and many other performance sedans these days— the G70 still offers an optional six-speed manual transmission if you choose rear-wheel drive and the turbo four.

We rented two G70s from Genesis to sample the brand's newest, most affordable car. Here's what we thought.

How It Drives

The 252-hp engine is willing to rev, and it delivers power without delay. We found the car to be nimble and fun to drive on the street and on our test track. The ride is compliant and well-controlled, cornering is even-keeled, and there's a modicum of steering feedback.

For more visceral thrills, the turbocharged V6 adds more than 100 horsepower and a bucketload of attitude. Our rented car benefited from a sport package that included an adaptive suspension and summer tires, all of which contributed to more brawn and cornering grip. Consequently, we had more fun with it on our test track.

The G70 3.3T Sport adds an electronically controlled suspension. Customizable drive modes allow adjustments for powertrain response, engine sound, all-wheel-drive torque distribution, steering weight, and suspension firmness. Regardless of engine choice, the eight-speed automatic transmission shifts smoothly and responsively.

WHAT WE DROVE

Model 2019 Genesis G70 **Price** $41,000/$50,000 (est.) **Engine** 252-hp, 2.0-liter turbo 4-cyl.; 365-hp, 3.3-liter turbo V6 **Transmission** 8-speed auto. **Drive Wheels** Rear

Inside the Cabin

The cabin makes a good first impression, with an aesthetically pleasing design, elegant controls, and upscale materials, like optional quilted leather upholstery. Road and wind noise are minimal, as is the engine noise from the 2.0T.

The driver's seat is low, wide, and shapely, with mild bolsters and four-way lumbar adjustments. A range of drivers found it comfortable.

Like other sedans in its class, the G70's backseat isn't quite roomy enough to comfortably seat average-sized adults.

Most of the controls are easy to read and simple to operate, but the touch screen is a far reach for changing audio sources and other tasks. The shifter can be confusing at first because it has a separate Park button that's located where the Park position is traditionally placed. Push the shifter all the way forward and the car will be in Reverse.

Safety

Standard advanced safety includes automatic emergency braking with pedestrian detection, forward-collision warning, blind-spot warning, lane-keeping assist, and a driver attention monitor.

Bottom Line

The Genesis brand may not have the cachet of its decades-old rivals, but it's poised to rapidly gain ground with impressive products like the G70. Genesis already topped our recent brand rankings because of strong road test performance, excellent owner satisfaction, and average predicted reliability from its two tested models, the G80 and G90.

Ram 1500

The redesigned Ram goes on a diet and delivers more space, refinement, and technology

THESE DAYS, the trend is for trucks to drop weight but stay tough. That's one reason the redesigned Ram is reportedly 225 pounds lighter than the previous model, thanks in large part to high-strength steel, composites, and aluminum.

Despite shaving off pounds, the truck has grown: Its overall cab length increases 4 inches, making an already spacious interior even roomier.

The 2019 Ram 1500 has two powertrain options, including a V6 and V8. Ram says it will continue to offer a diesel engine option down the road.

A mild hybrid system is standard on the V6 and optional on the V8, and Ram says it can deliver about a 10 percent boost in fuel economy. Ahead of purchasing one for a full test, we rented a V8-powered crew cab Ram 1500 in mid-level Laramie trim. These are our initial thoughts.

How It Drives

This new Ram is one impressive truck. The real standout characteristic remains the ride, which we think is still the best of any full-sized pickup.

The 395-hp, 5.7-liter V8 engine paired to the eight-speed automatic transmission makes for a satisfying power-train and produces an intoxicating muscle-car soundtrack when the throttle is pushed hard.

The truck we rented didn't come with a mild hybrid system, and its trip computer showed overall mileage of about 15 mpg. Full-time four-wheel drive is available, meaning that the transfer case can be kept in automatic 4WD.

The Ram has surprisingly responsive handling for a truck this size. It takes corners with restrained body lean, and its steering provides a sense of confidence and precision.

When properly equipped, the new Ram can tow up to 12,750 pounds.

Inside the Cabin

We noted nice attention to detail in the Ram's redesigned interior, with lots of soft-touch materials and exposed contrasting stitching.

The Laramie's heated and vented 12-way power-adjustable seats are comfortable, with cushions made from leather and suede. The second-row seats provide lots of legroom and can even recline up to 8 degrees.

Ram's controls continue to be a model of simplicity.

Chrysler says the 2019 Ram gets a new version of the already top-notch Uconnect infotainment system. Shoppers have a choice of 5-, 8.4-, or 12-inch touch screens and advanced in-vehicle connected services, including an optional WiFi hot spot.

Safety

Forward-collision warning with automatic emergency braking, lane-departure warning with lane-keeping assist, blind-spot warning, and adaptive cruise control are available.

Bottom Line

We think the new Ram's combination of ride comfort, handling, and cabin quietness make it a formidable competitor. The 5.7-liter V8 engine is a keeper, too—even if it probably won't match the fuel efficiency of Ford's turbo V6s.

WHAT WE DROVE

Model 2019 Ram 1500 Crew Cab Laramie **Price** $42,277 **Engine** 396-hp, 5.7-liter V8 **Transmission** 8-speed auto. **Drive Wheels** Four-wheel drive

Confidence Without Compromise

These compact luxury SUVs are true multitaskers, and combine the performance, handling, and comfort of a luxury sedan with the cargo space, height, and versatility of an SUV.

PHOTO: VOLVO

BMW X3

THE MULTITALENTED X3 has a desirable blend of comfort, luxury, utility, and high-tech features. It's also one of the most enjoyable compact SUVs that we've tested.

The turbocharged four-cylinder engine has ample power and delivers it almost immediately, and the superbly smooth eight-speed automatic transmission shifts quickly. That combination helps make this SUV thoroughly engaging to drive.

Still, the X3 gets fuel economy of 24 mpg overall (albeit with premium fuel), which puts it among the most economical SUVs in its class.

The BMW's handling is especially agile, and we found it engaging and confidence-inspiring to drive. Although its ride quality skews to the firm side, the X3 does a good job soaking up ruts, bumps, and other road imperfections.

The M40i is even more performance-oriented.

Inside, the X3's inviting interior proves comfortable for the long haul, with a good view out from the roomy cockpit.

Up front, standard 10-way power seats are supportive. Although none of the vehicles in this class have a generous rear seat, the X3's at least provides ample room for two adults.

The impeccably assembled cabin is constructed with rich materials. We like the high-quality feel of the leather seats and other surfaces, all of which have accent stitching.

BMW's iDrive infotainment system works well, though it may take a certain amount of time for drivers to become familiar with it. We like that the controls on the steering wheel and controller knob reduce the chance for driver frustration. Apple CarPlay is optional.

Forward-collision warning with low-speed automatic emergency braking and pedestrian detection are standard for 2019.

Overall, the X3 is a thoughtfully designed machine that sets a high standard for this increasingly popular class.

VITAL STATS

81 OVERALL SCORE

92 ROAD-TEST SCORE

Price as tested $53,745

Trim line xDrive30i

Drivetrain 248-hp, 2.0-liter turbocharged 4-cyl.; 8-speed auto; AWD

Overall fuel economy 24 mpg

Why Buy One

- Taut, agile handling makes it fun to drive.
- Quiet cabin with impeccable fit and finish.
- Smooth engine and transmission.
- Superb front seats.
- Excellent braking performance.

Why Not To Buy One

- Controls take getting used to, especially shifter.

BEST VERSION TO GET

Get the Driving Assistance package, which has blind-spot warning and rear cross-traffic alert. The more expensive Driving Assistance Plus package adds recommended safety features including full-speed AEB, active lane-keeping assistance, and adaptive cruise control.

Porsche Macan

ONE OF THE most thrilling SUVs we've tested, the Porsche Macan leans more toward sport than utility.

The 340-hp V6 engine in the Macan S we bought was mated to a quick-shifting automatic transmission and delivered effortless power. Fuel economy was a thirsty 19 mpg overall, though.

A 252-hp, 2.0-liter turbo four cylinder is also available, and promises better fuel economy. Buyers who are looking for even more power can choose from 360- and 400-hp V6 engines.

Handling is Porsche's forte, and the agile Macan keeps the family proud with its quick steering response and well-suppressed body roll. On the road, it feels more like a high-performance all-wheel-drive hatchback than a pure SUV.

The Macan's ride is firm without being jarring, and the suspension does an admirable job of absorbing most pavement flaws. Even though the Macan offers an off-road setting to raise its ground clearance, this Porsche isn't meant to tackle rough trails.

Stopping distances were short in our braking tests.

The front seats are comfortable and well-shaped. The interior is quiet, luxurious, and impeccably finished, with plenty of soft-touch surfaces and wood and chrome trim. However, the rear cabin is snug for passengers, and the cargo area is modest. Visibility is limited by the very small rear window.

The gauges in front of the driver are big and easy to read, but the touch-screen infotainment system isn't straightforward to use. Optional voice recognition can help with some tasks. Android Auto isn't available but Apple CarPlay is.

Lane-departure warning is standard, but forward-collision warning and lane-keeping assist are among the many options that can drive up the price of this sporty SUV. Unlike many SUVs in this class, automatic emergency braking isn't offered.

VITAL STATS

80	85
OVERALL SCORE	ROAD-TEST SCORE

Price as tested $63,290

Trim line S

Drivetrain 340-hp, 3.0-liter turbo V6; 7-speed sequential auto; AWD

Overall fuel economy 19 mpg

Why Buy One

- Sporty handling.
- Excellent seats.
- Impeccable fit and finish.

Why Not To Buy One

- Expensive, even for a luxury compact SUV.
- Options quickly drive up the price.
- Modest interior space and cargo area.
- Fuel economy.
- No AEB.

BEST VERSION TO GET

Porsche's option packages tend to inflate the price quickly. At the very least, add the Premium Package Plus to get a moonroof, HID headlights, and 14-way adjustable comfort seats with power lumbar control. We think forward collision warning and lane-keeping assist are worth the extra money.

Audi Q5

THIS Q5 MAY look similar to the previous generation, but underneath there's a new platform. Audi improved the ride, increased interior room, boosted fuel economy, and made many advanced safety features standard.

The new 2.0-liter, turbo four-cylinder engine and seven-speed dual-clutch automatic transmission can propel the Q5 to 60 mph in a scant 6.8 seconds and deliver an impressive 24 mpg overall.

The engine is smooth and provides plenty of power for all driving situations. Most shifts come quickly, although the transmission can exhibit a delay from a rolling stop.

The Q5's ride is firm but the suspension does a good job softening the impact from bumps and ruts. However, we think that the current Q5 isn't as fun to drive as the previous generation.

While the cabin looks upmarket, some clues—such as the thinly padded door trim—indicate that Audi cut a few corners.

The MMI infotainment system is logical to use but requires some practice. Audi's Virtual Cockpit is part of the Navigation package; it expands the instrument cluster into a slick color screen that can make the display of audio, phone, or navigation information larger while minimizing other gauges. Both Android Auto and Apple CarPlay compatibility are standard.

The Q5's gear selector is like many in the industry; drivers push it forward to engage Reverse and press a stand-alone button for Park.

We like the firm, well-padded front seats, and the rear seat is one of the roomiest in the class. The seatbacks can recline, fold, and slide to increase legroom or cargo space.

Both forward-collision warning and automatic emergency braking are standard, but blind-spot warning and rear cross-traffic warning aren't available on the base Premium trim.

VITAL STATS

78 OVERALL SCORE

83 ROAD-TEST SCORE

Price as tested $51,570

Trim line Premium Plus

Drivetrain 252-hp, 2.0-liter turbo 4-cyl.; 7-speed sequential auto; AWD

Overall fuel economy 24 mpg

Why Buy One

- Quiet interior.
- Comfortable, supportive front seats.
- Responsive powertrain.
- Standard automatic emergency braking.

Why Not To Buy One

- Gear selector is unituitive.
- Controls have a learning curve.

BEST VERSION TO GET

The Premium Plus version strikes the right balance, and includes popular safety and convenience features. It comes with blind-spot warning, a panoramic roof, front heated seats with memory, full LED headlights, and front and rear parking sensors.

Lexus NX

THE NX COMBINES sharp looks, stellar fuel economy, and standard advanced safety features, but it lacks the refinement that Lexus is known for.

Smaller than the popular RX, the uniquely styled NX 300 is powered by a 235-hp, 2.0-liter four-cylinder turbocharged engine and six-speed automatic transmission. The hybrid NX 300h has a 194-hp, 2.5-liter four-cylinder and a continuously variable transmission (CVT).

We got 24 mpg overall in our tests of the NX 300 with optional AWD. The NX 300h returned an exceptional 29 mpg–some of the best fuel economy we've seen from any SUV we've tested.

Although the NX is agile, it's not as fun to drive as competitors from Audi and BMW, and the ride isn't as comfortable as one might expect from a Lexus. The hybrid suffers from weak acceleration and a CVT that amplifies the already noisy engine whenever the NX isn't running on electricity.

The NX is easy to get in and out of, although its sloping roofline may require taller passengers to duck. Front seats are comfortable but may be too narrow for larger drivers. There's adequate room for adults in back.

Inside, many parts look and feel cheap, which costs the NX points for fit and finish. Rear visibility is poor and the controls are confusing. Instead of a touch screen, the navigation-equipped NX has a confusing and fussy console-mounted touchpad to input destinations and control audio.

WiFi hot spot capability and Qi wireless smartphone charging are optional. Neither Android Auto nor Apple CarPlay is available.

Still, at about $4,000 less than a BMW X3 or Audi Q5, the NX is a good value, especially since advanced safety equipment like forward-collision warning and automatic emergency braking come standard.

VITAL STATS

78/76 OVERALL SCORE

74/71 ROAD-TEST SCORE

Price as tested $43,284/$51,224

Trim line 300/300h

Drivetrain 235-hp, 2.0-liter turbo 4-cyl.; 6-speed auto; AWD/194-hp, 2.5-liter 4-cyl. hybrid; CVT; AWD

Overall fuel economy 24/29 mpg

Why Buy One

- Nimble handling.
- Hybrid has some of the best fuel economy among SUVs we've tested.
- Standard advanced safety features.

Why Not To Buy One

- Interior materials fall short of Lexus standards.
- Not as rewarding to drive as its German competitors.
- Controls are challenging to use, especially the console-mounted trackpad.

BEST VERSION TO GET

Unless fuel economy is a primary concern, the NX300 with all-wheel drive is more pleasing to drive than the hybrid. We also recommend the optional blind-spot detection system, which isn't among the NX's many standard advanced safety features.

Buick Envision

THE BUICK ENVISION may have the trappings of a luxury SUV, but some notable missteps keep it from getting our recommendation.

A 197-hp, 2.5-liter four-cylinder engine and six-speed automatic transmission come standard for 2019, and an optional 252-hp 2.0-liter turbocharged four-cylinder engine gets a nine-speed automatic. While the base engine comes with either front- or all-wheel drive, the uplevel engine comes only with AWD.

Although the Envision had sound performance in our avoidance-maneuver and braking tests, our drivers complained about vague steering and pronounced body lean in corners. The ride may seem soft but the suspension has difficulty absorbing road imperfections. Wind noise is pronounced.

Inside, the front seats feel too narrow and lack support, climate vents are too low on the dashboard for optimal airflow, and rough edges are visible alongside higher-quality materials. At least the Envision is easy to get in and out of.

Every Envision comes standard with four USB charging ports, heated front seats, heated outside mirrors, and dual-zone automatic climate control. Most controls were straightforward, and Buick's easy-to-use infotainment system comes standard with Android Auto and Apple CarPlay compatibility.

VITAL STATS

67	67
OVERALL SCORE	ROAD-TEST SCORE

Price as tested $45,380

Trim line Premium

Drivetrain 252-hp, 2.0-liter turbocharged four-cyl.; 9-speed auto; AWD

Overall fuel economy 21 mpg

Why Buy One

- Easy-to-use infotainment system.
- Controls are simple and straightforward.
- Acceleration is responsive from turbocharged four-cylinder engine.
- Excellent braking performance.

Why Not To Buy One

- Rough ride makes for unpleasant trips.
- Steering is vague and handling lacks precision.
- Advanced safety systems don't come standard.

But advanced safety features are lacking. Unlike most cars, automatic emergency braking isn't included with forward-collision warning; it's only optional on the top-level trim.

A minor update for the 2019 model year gave the Envision a slightly new look and addressed a host of minor annoyances we had with the car. For instance, drivers can now turn off the overly abrupt start/stop system. Some 2018 models may still be left on dealer lots, so make sure to check.

BEST VERSION TO GET

We'd skip the Envision, but those who are set on buying one should know that automatic emergency braking remains part of the optional Driver Confidence Package for 2019, which is only available on the top-of-the-line Premium II trim.

Volvo XC60

THE SECOND-GENERATION Volvo XC60 has many laudable qualities, but a few big flaws keep this SUV from earning our highest praise.

The 250-hp, 2.0-liter turbocharged four-cylinder engine delivers prompt acceleration, and the eight-speed automatic transmission shifts smoothly in most cases, occasionally bumping into gear at low speeds. We measured 23 mpg overall on premium gas, which is middling for the segment. T6 trims get a 316-hp version of this engine with turbo- and supercharging, and the T8 is a 400-hp plug-in hybrid.

The XC60's ride is unduly stiff and particularly jarring on rough roads. The cabin is mostly quiet, but the engine sounds unpolished when revved.

Handling is responsive and secure, though it won't inspire drivers to take the long way home.

Front seats are comfortable and supportive, and the rear-seating area is spacious. Matte wood and brushed aluminum trim highlight the elegant, uncluttered interior.

A large center screen is the command center for climate, audio, and phone controls. However, it's difficult to use while driving because of a multilayered menu structure that requires multiple taps, swipes, and scrolls. Unintuitive and distracting, the system takes a driver's eyes off the road and hands off the wheel for too long.

VITAL STATS

66 OVERALL SCORE

79 ROAD-TEST SCORE

Price as tested
$50,040

Trim line
T5 Momentum

Drivetrain
250-hp, 2.0-liter turbocharged 4-cyl; 8-speed auto; AWD

Overall fuel economy 23 mpg

Why Buy One

- Elegant, uncluttered interior.
- Comfortable seats.
- Standard advanced safety systems.
- Excellent braking performance.

Why Not To Buy One

- Overly stiff ride.
- Controls are unintuitive and distracting.
- Fuel economy isn't stellar.
- Engine sound can be unpleasant.

The XC60 comes equipped with a standard full-speed-range automatic emergency braking system. Blind-spot warning and rear cross-traffic warning are optional.

Volvo's optional Pilot Assist II advanced driver assistance system can add convenience and ease stress, but drivers must remain fully engaged because it's not designed to react to all scenarios on the road. It's worth noting that the reliability of the XC60's sibling, the XC90, has been below average. We predict that the XC60 will probably be the same.

BEST VERSION TO GET

On the Momentum trim, forward-collision warning and automatic emergency braking are standard. Add the Vision package for blind-spot warning. The Convenience package includes Pilot Assist II in addition to power-folding rear seats.

Room to Grow

Three-row SUVs promise extra space for people, pets, and packages. Here's our expert take on six new models—some of which we like, and the ones we think you should skip.

PHOTO: LINCOLN

Lincoln Navigator

Lexus RX 350L

THE POPULAR LEXUS RX is now available in a stretched version, called RX L. It's 4.4 inches longer than the regular RX and gains a third-row seat.

Unfortunately, squeezing anyone larger than a grade-schooler into that third row is a challenge. Still, the added cargo space may be enough of a reason for some shoppers to choose the longer Lexus.

The 3.5-liter V6 engine and eight-speed automatic transmission produce smooth and ample power. The regular RX gets 22 mpg overall, and the extended-length version drops to 20 mpg overall, which is par for the midsized-SUV class. A hybrid version is also available.

As is the case with the regular RX, the L lumbers in corners thanks to its soft suspension, giving the impression that it doesn't hug the road well. It also feels clumsy when pushed to its limits going around sharp turns, though the Lexus remains under control.

The sitting-room-quiet interior and cushy, insulating ride coddle passengers with calmness. The interior is tastefully done with elegant-looking trim, rich leather, and high-quality fabrics.

The front seats are comfortable, even though they have only a two-way lumbar adjustment. The second row is roomy even for three adults.

Most of the controls are an ergonomic mess, and that's particularly true with the infotainment system. Some functions can be managed with buttons and knobs, but many require fiddling with the fussy touchpad that works with the center screen. Neither Android Auto nor Apple CarPlay is available.

Every RX gets a suite of advanced safety features, including forward-collision warning and automatic emergency braking.

Though its avant garde styling may not be everyone's cup of tea, the genteel RX L is likely to provide years of reliable ownership.

VITAL STATS

81 OVERALL SCORE

80 ROAD-TEST SCORE

Price as tested $56,518

Trim line L

Drivetrain 290-hp, 3.5-liter V6; 8-speed automatic transmission; AWD

Overall fuel economy 20 mpg

Why Buy One

- Comfortable ride.
- Quiet and smooth powertrain.
- Upscale fit and finish.
- Good fuel economy from hybrid version.
- Standard advanced safety features.

Why Not to Buy One

- Distracting controls.
- Clumsy handling.
- Tiny third-row seat.

BEST VERSION TO GET

The base RX L with blind-spot monitoring would be sufficient, but Lexus dealers tend to stock cars equipped with the premium package and navigation. The standard equipment list is impressive, and includes leather and three-zone automatic climate control.

Chevrolet Traverse

THE CHEVROLET TRAVERSE is a roomy, comfortable, and modern three-row SUV. In many ways it's better than popular competitors like the Ford Explorer, Honda Pilot, and Toyota Highlander, and is a viable alternative to the full-sized Chevy Suburban. We would recommend the Traverse if it weren't for GM's subpar scores in our reliability survey.

On the road, the Traverse is mild-mannered. The 3.6-liter V6 engine has plenty of reserve power and responds quickly to every press of the gas pedal. The nine-speed automatic transmission shifts smoothly, without any hesitation. This powertrain zipped our Traverse from 0 to 60 mph in a quick 7.3 seconds. It returned 20 mpg overall, which is par for the course.

The cabin is cavernous, and our testers found the front seats wide and accommodating for all body types. Some drivers did balk at how close the left foot rest was positioned to the driver.

Outward visibility is good, and the available 360-degree camera makes parking easy.

Our Traverse had two separate sunroofs, but unfortunately the sunshades operate manually, with all the elegance of a tug-to-retract window shade. There's also an abundance of hard plastic in the interior, which gives the cabin a low-rent feel.

The controls are easy to operate, and the large, legible buttons are logically clustered. Chevrolet's MyLink infotainment system is intuitive, and Android Auto and Apple CarPlay are standard. Connected families will appreciate the six USB charging ports throughout the cabin.

To get forward-collision warning and automatic emergency braking, buyers must choose the top trims—which cost $45,000 or more. Blind-spot warning and rear cross-traffic warning are available on a wider number of trim levels.

VITAL STATS

67	95
OVERALL SCORE	ROAD-TEST SCORE

Price as tested $49,945

Trim line Premier

Drivetrain 310-hp, 3.6-liter V6; 9-speed automatic transmission; AWD

Overall fuel economy 20 mpg

Why Buy One

- Rides comfortably.
- Has a quiet interior.
- Easy-to-use infotainment system.
- Has a rear-seat reminder to make sure kids aren't forgotten inside.

Why Not to Buy One

- Advanced safety features available only on top trims.
- Driver seat has only two-way lumbar adjustment.
- Manual sunshade for optional dual sunroof.

BEST VERSION TO GET

Add leather seats to the LT and you also get a surround-view camera and blind-spot warning, plus a power rear liftgate, an 8-inch touch screen with navigation, rear parking sensors, and a power front-passenger seat with lumbar support.

Volkswagen Atlas

THE LARGEST MODEL that Volkswagen sells in the U.S., the Atlas puts size and functionality front and center. Volkswagen's big SUV beats most of its competitors in second- and third-row room. And the Atlas eclipses its competitors in terms of cargo capacity when the second- and third-row seats are folded.

The ride is mostly comfortable, absorbing bumps and ruts well. The cabin is quiet with only the occasional wind murmur at highway speeds. Handling is capable, and the big Atlas is surprisingly adept at cornering.

The tested V6 powertrain feels lively in everyday driving situations, but it trails its competitors in the 0 to 60 mph dash, at 8.7 seconds. Fuel economy of 20 mpg overall is par for the course. Four-cylinder models are available but come with front-wheel drive only.

Inside the sumptuous cabin are supportive front seats, limousinelike middle seats, and a third row that can actually fit adult passengers. Plus, the interior is highly versatile: Moving the second row forward and back takes little effort, and it's easy to fold down all rear seats.

The Atlas' controls are a model of clarity, particularly the intuitive touch-screen infotainment system, which has a clear display and benefits from big buttons and text. You even get rotary volume and tuning knobs.

VITAL STATS

65 OVERALL SCORE

84 ROAD-TEST SCORE

Price as tested $44,165

Trim line SEL (V6)

Drivetrain 276-hp, 3.6-liter V6; 8-speed automatic transmission; AWD

Overall fuel economy 20 mpg

Why Buy One

- Huge interior.
- Legitimate third-row seat.
- Easy to get into and out of.
- Smooth powertrain.
- Easy-to-use controls.

Why Not to Buy One

- Acceleration trails the competition.
- Spotty VW reliability.

Both Android Auto and Apple CarPlay are supported.

The switches, cubbies, and bins may look plain, but material quality is at least on par with competitors.

Advanced safety features, such as forward-collision warning, automatic emergency braking, and lane-keeping assist, are widely available.

There's no question that Volkswagen has checked all the boxes that matter for a successful suburban family mobile. It remains to be seen whether the VW's reliability will match its competence.

BEST VERSION TO GET

We recommend the SE model with the Technology package. It adds popular features–including automatic emergency braking, remote start, and adaptive cruise control–but still keeps the Atlas below $40,000. You'll need to opt for the V6 to get all-wheel drive; the four-cylinder is FWD-only.

Ford Expedition

THE FULL-SIZED Expedition makes a leap forward with its latest redesign, shedding weight while adding comfort, convenience, and optional advanced safety features.

The 375-hp, 3.5-liter turbocharged V6 engine catapults the Ford from 0 to 60 mph in a brisk 7.3 seconds. Our SUV can tow 6,000 pounds–add the heavy-duty towing package to tow up to 9,300 pounds. Overall fuel economy is up 2 mpg to 16 mpg–typical for a thirsty full-sized SUV. It gets 23 mpg on the highway.

The ride is composed but stiff. Handling is ponderous but remains under control even when the Ford is pushed to its limits.

Optional retractable running boards are helpful, but ascending to the high-up cabin is still awkward. The modern, upscale interior befits the Expedition's considerable price; ours was $75,000. The supportive driver's seat is worthy of a living room and is notably more comfortable than the standard seat in the related Lincoln Navigator.

There's also plenty of room in the second row, not to mention dedicated climate controls and extra storage. Even the third-row seat is a legitimate bench that can accommodate adults–something not all three-row vehicles can honestly claim. We found the power folding feature for those rear-most seats very handy when needing to carry long cargo.

Controls are easy to use, thanks in part to the Sync 3 infotainment system and an rotary dial gear selector.

Forward-collision warning and automatic braking aren't standard equipment, despite the Expedition's premium price.

The larger Expedition MAX is about a foot longer than the standard Expedition. It allows for significant cargo space behind the third-row seat but comes with a wide turning circle that makes parking a challenge.

VITAL STATS

65	73
OVERALL SCORE	ROAD-TEST SCORE

Price as tested $75,430

Trim line MAX Limited 4x4

Drivetrain 375-hp, 3.5-liter V6 turbo engine; 10-speed automatic transmission; 4WD

Overall fuel economy 16 mpg

Why Buy One

- Leather-lined workhorse with modern comforts.
- Towing capacity, when properly equipped.
- Third-row seat can actually fit adults.
- Acceleration.

Why Not to Buy One

- Fuel economy.
- Climbing into the cabin can be a challenge.
- Ride comfort.
- Parking can be a challenge.

BEST VERSION TO GET

Skip the base trim. Start with the Limited and get the optional advanced safety features, then add the Sync 3 infotainment system and front and rear parking sensors. If trailering, get the heavy-duty tow package which includes a heavy-duty radiator and integrated trailer brake controller.

Buick Enclave

THE ENCLAVE HAS the core features that shoppers want in a luxury SUV. We were impressed by its quiet cabin, comfortable and relaxing ride, and surprisingly responsive handling for such a large SUV.

However, the Buick is hurt by its so-so fuel economy, subpar predicted reliability, and the added cost to get key advanced safety systems, which CR believes should come standard on all vehicles.

The 310-hp V6 engine is smooth and punchy, and it's paired with a smooth-shifting nine-speed automatic transmission. But the Buick's 18 mpg overall fuel economy is unimpressive, even among three-row SUVs. We also found the awkward and confusing shifter to be a nuisance, particularly when trying to park.

The cabin has nicely stitched leather surfaces, but cost-cutting measures can be overt—including a manually operated sunroof shade and the lack of auto-up capability for all four windows.

We found that second-row passengers have generous room to stretch out in the standard captain's chairs. Plus, the third-row seat is livable for adults, which is unusual in this category.

Most of the Enclave's controls are easy to master, and the straightforward infotainment system includes Android Auto and Apple CarPlay compatibility. However, some controls—including the 8-inch touch screen—sit too far away from the driver.

Buyers must get the top Premium or Avenir trims to get forward-collision warning and low-speed automatic emergency braking. High-speed automatic emergency braking is optional.

Yes, the Enclave is a pleasant, upscale SUV that is satisfying to drive and a viable alternative to larger, more expensive SUVs. But there's no compelling argument to choose it over the similar, less expensive Chevrolet Traverse.

VITAL STATS

63	87
OVERALL SCORE	ROAD-TEST SCORE

Price as tested $55,680

Trim line Premium

Drivetrain 310-hp, 3.6-liter V6; 9-speed automatic transmission; AWD

Overall fuel economy 18 mpg

Why Buy One

- Comfortable ride.
- Very quiet interior.
- Roomy cabin, with plenty of space for adults in third row.
- Easy-to-use infotainment system.
- Smooth powertrain.

Why Not to Buy One

- Unintuitive gear selector.
- Fuel economy is unimpressive.
- Standard advanced safety features only on upper trim levels.
- Manual sunroof shades are inappropriate at this price.

BEST VERSION TO GET

Buy the Premium trim, which comes with forward-collision warning, lane-departure warning, plus heated and ventilated front seats. Add the Driver Confidence II package to get low-speed automatic emergency braking.

Lincoln Navigator

THE REDESIGNED NAVIGATOR differentiates itself from its Ford Expedition sibling by piling on the luxury touches, but some deficiencies detract from the overall experience.

Lincoln's 3.5-liter V6 turbo makes a healthy 411 hp on regular fuel, and it's mated to a 10-speed automatic transmission. (The engine makes 450 hp with premium fuel.) Our four-wheel-drive Navigator accelerated effortlessly around town, scooted to 60 mph in just 6.2 seconds, and got 16 mpg overall.

The continuously adjustable suspension smooths out bumps quite well, but this big SUV feels floaty and ponderous in turns. Drivers need to be aware of the Lincoln's width when parking, and power running boards help when climbing into or out of the tall Navigator.

The opulent cabin is full of leather, wood, and chrome. Many drivers found that the standard front seats had short bottom cushions, and some said it created painful pressure points on long trips. The optional 30-way seat is better, but a comfortable seat should be standard at this price. With large, comfortable captain's chairs in the middle row, the Navigator seats seven, and the third row is spacious enough for adults.

The gear selector is an unintuitive row of chrome buttons, but most other controls are easy to use, including the vivid and responsive Sync 3 infotainment system.

A 4-ton tow rating is impressive, and the optional heavy-duty towing package includes a system that makes it easier to back up to a trailer using the Navigator's automated parking system.

It's disappointing that forward-collision warning and automatic emergency braking are not standard on a vehicle that starts at more than $73,000.

VITAL STATS

59 OVERALL SCORE

65 ROAD-TEST SCORE

Price as tested $86,480

Trim line Select

Drivetrain 411-hp, 3.5-liter turbo V6; 10-speed automatic transmission; 4WD

Overall fuel economy 16 mpg

Why Buy One

- Library-quiet interior.
- Strong acceleration.
- Roomy second- and third-row seats.

Why Not to Buy One

- Uncomfortable standard front seats.
- Fuel economy.
- Unintuitive push-button gear selector.
- Clumsy handling.
- Difficult to get into.

BEST VERSION TO GET

Choose the Select trim and add the Technology package to get forward-collision warning and automatic emergency braking. The heavy-duty tow package includes an integrated trailer-brake controller, among other upgrades designed for towing.

Ratings & Reference

Standouts, fuel economy, ratings, vehicle profiles, and testing data

Standout Models

No matter what kind of vehicle you're shopping for, CR has you covered. These are the cars, trucks, and SUVs that excelled in our tests and reliability surveys.

WORSE BETTER

Cars

Compact cars are practical for commuting or zipping around town. Midsized sedans provide the best balance of performance, fuel economy, and practicality. Large sedans provide more space and near-luxury accommodations.

COMPACT
$14,000-$20,000

PROS
Easy to park and maneuver, fuel economy, practical (especially hatchbacks), space for four people

CONS
Tend to be noisy, several have done poorly in IIHS small overlap crash test, slow acceleration, jittery ride

SUBCOMPACT
Best Overall Toyota Yaris iA, Honda Fit, Chevrolet Sonic

COMPACT
Best Overall Toyota Corolla, Mazda3, Hyundai Elantra GT

Fuel Efficient Toyota Prius, Kia Niro, Mazda3, Hyundai Elantra, Toyota Corolla

Electric Cars/Plug-in Hybrids
Chevrolet Bolt, Nissan Leaf, Toyota Prius Prime

Kia Niro

73

OVERALL SCORE

MIDSIZED
$22,000-$33,000

PROS
Comfortable ride, low noise levels, roomy accommodations, ample power, space for five people

CONS
Limited cargo flexibility

Best Overall Toyota Camry, Honda Accord, Subaru Legacy, Kia Optima, Mazda6

Fuel Efficient Ford Fusion Hybrid, Hyundai Sonata Hybrid, Toyota Camry (4-cyl. and hybrid), Mazda6, Honda Accord

Toyota Camry (4-cyl.)

87

OVERALL SCORE

LARGE
$35,000-$45,000

PROS
Abundant interior room, comfortable seats, composed ride, quiet cabin, large trunk

CONS
Hard to park, lacks agility, mediocre fuel economy

Best Overall Chevrolet Impala, Kia Cadenza

Chevrolet Impala

86

OVERALL SCORE

Luxury Cars

These cars promise more of everything than mainstream brands do—comfort, quietness, safety, and panache—all wrapped in glittery bodywork with richer, more supple materials inside.

COMPACT
$35,000-$45,000

PROS

Power, handling, fit and finish, quiet cabin, advanced safety systems

CONS

Expensive to maintain when warranty ends, controls can be complex and distracting, tight rear seats, entry-level models don't deliver much in the way of luxury

Best Overall Audi A4, Audi A3

Fuel Efficient BMW 328d

Fun to Drive BMW 330i, Audi A4

MIDSIZED
$40,000-$60,000

PROS

Comfort, roominess, quiet cabin, power, handling, fit and finish, advanced safety systems

CONS

Fuel economy, expensive to maintain when warranty ends, controls can be complex and distracting, relatively tight rear seats in certain models

Best Overall Infiniti Q70, Lexus GS, Mercedes-Benz E-Class

Great Value Genesis G80

Sporty Audi A6, Infiniti Q70, Lexus GS 350, Mercedes-Benz E-Class

Fuel Efficient Tesla Model 3, Lincoln MKZ Hybrid

LARGE
$70,000-$110,000

PROS

Interior room, quiet cabin, power, fit and finish, advanced safety systems

CONS

Fuel economy, expensive to maintain when warranty ends, complex and distracting controls

Best Overall Tesla Model S, BMW 7 Series, Genesis G90, Mercedes-Benz S-Class

Infiniti Q70

88

OVERALL SCORE

Tesla Model S

94

OVERALL SCORE

Audi A4

85

OVERALL SCORE

SUVs

Subcompact and compact SUVs blend versatility, passenger space, and safety features with decent fuel economy. Midsized and large versions bring more cargo and passenger room, including up to three rows of seats. But fuel economy can suffer. All-wheel drive is usually optional, and often standard equipment.

SUBCOMPACT/COMPACT
$20,000-$35,000

PROS

Versatility, ease of parking, agility, fuel economy

CONS

Noisy, stiff ride

SUBCOMPACT

Best Overall Subaru Crosstrek, Nissan Rogue Sport, Hyundai Kona, Honda HR-V, Mazda CX-3

COMPACT

Best Overall Subaru Forester, Honda CR-V, Toyota RAV4, Mazda CX-5, Nissan Rogue, Kia Sportage

Fuel Efficient Toyota RAV4 Hybrid, Honda CR-V, Subaru Forester 2.5i

Sporty Mazda CX-5, Ford Escape

MIDSIZED
$30,000-$40,000

PROS

Versatility, good interior and cargo space, ample power, third-row seat in some, composed ride, quiet cabin

CONS

Can get expensive with options, handling can be clumsy, fuel economy, can be challenging to park three-row versions, rear visibility

Best Overall Two-Row Nissan Murano, Ford Edge

Best Overall Three-Row Toyota Highlander, Kia Sorento, Hyundai Santa Fe XL, Honda Pilot

LARGE
$40,000-$60,0000

PROS

Versatility, good interior and cargo space, ample power, composed ride, third-row seat, quiet cabin

CONS

High price, mediocre fuel economy at best, handling can be clumsy, challenging to park, rear visibility

Best Overall Toyota Sequoia

Honda HR-V

67

OVERALL SCORE

Toyota Highlander Hybrid

87

OVERALL SCORE

Subaru Forester

84

OVERALL SCORE

Luxury SUVs

These models are distinguished by their quiet interiors, leather and wood trim, and abundance of comfort and convenience features. Compact models are alternatives to conventional family sedans, albeit smaller. Midsized and large models add creature comforts, safety gear, and high-tech infotainment features.

COMPACT
$35,000-$45,000

PROS

Plush and quiet cabin, agile, quick, easy to park, advanced safety systems

CONS

Ride, tight rear seat, complicated controls, high price, entry-level models deliver less luxury than expected

Best Overall BMW X3, Porsche Macan, Audi Q3, Lexus NX 300, Audi Q5

Fuel Efficient Lexus NX 300h, BMW X1

Fun to Drive BMW X3, Porsche Macan, Audi Q3

Audi
Q7

90
OVERALL SCORE

Lexus
NX 300h

76
OVERALL SCORE

MIDSIZED
$45,000-$55,000

PROS

Plush accommodations, interior room, quiet cabin, cutting-edge technology

CONS

Fuel economy, expensive to maintain when warranty ends, controls can be complex and distracting, costly options packages, spotty reliability

Best Two-Row Lexus RX

Best Three-Row Audi Q7, Lexus RX 350L, BMW X5

Fuel Efficient Lexus RX 450h

Sporty Audi Q7

LARGE
$60,000-$80,000

PROS

Luxurious accommodations, interior and cargo room, quiet cabin, cutting-edge technology

CONS

Fuel economy, expensive to maintain when warranty ends, controls can be complex and distracting, costly options packages, spotty reliability

Toyota Land Cruiser

75
OVERALL SCORE

WORSE — BETTER

Minivans & Wagons

Best for hauling five to eight people.

MINIVANS $35,000-$45,000
WAGONS $25,000-$40,000

PROS

Minivans seat seven or eight, abundant luggage/cargo space, composed ride, quiet cabin

CONS

Few minivans offer all-wheel drive, mediocre fuel economy

MINIVANS
Best Overall Toyota Sienna, Honda Odyssey, Chrysler Pacifica

Fuel Efficient Chrysler Pacifica Hybrid

WAGONS
Best Overall Volkswagen Golf Alltrack, Subaru Outback

Toyota Sienna

79

OVERALL SCORE

Sports Cars

The best are quick and agile, with a rewarding driving experience.

PRICE RANGE
$30,000-$50,000+

PROS

Fun, quick, agile, stylish

CONS

Impractical, cramped, rough-riding, noisy, expensive to insure

Best Overall
BMW M240i, Porsche 911

Roadsters
Porsche 718 Boxster, Audi TT

Fun Coupes
Toyota 86, Subaru BRZ, Nissan 370Z

BMW M240i

92

OVERALL SCORE

Pickup Trucks

The best ones are adaptable for work or family duty.

PRICE RANGE
$35,000-$50,000+

PROS

Unbeatable hauling and towing capacities, versatility

CONS

Fuel-thirsty, bulky size, exposed cargo areas, high cost

Best Compact Pickup
Honda Ridgeline

Best Full-Sized Pickup
Ford F-150

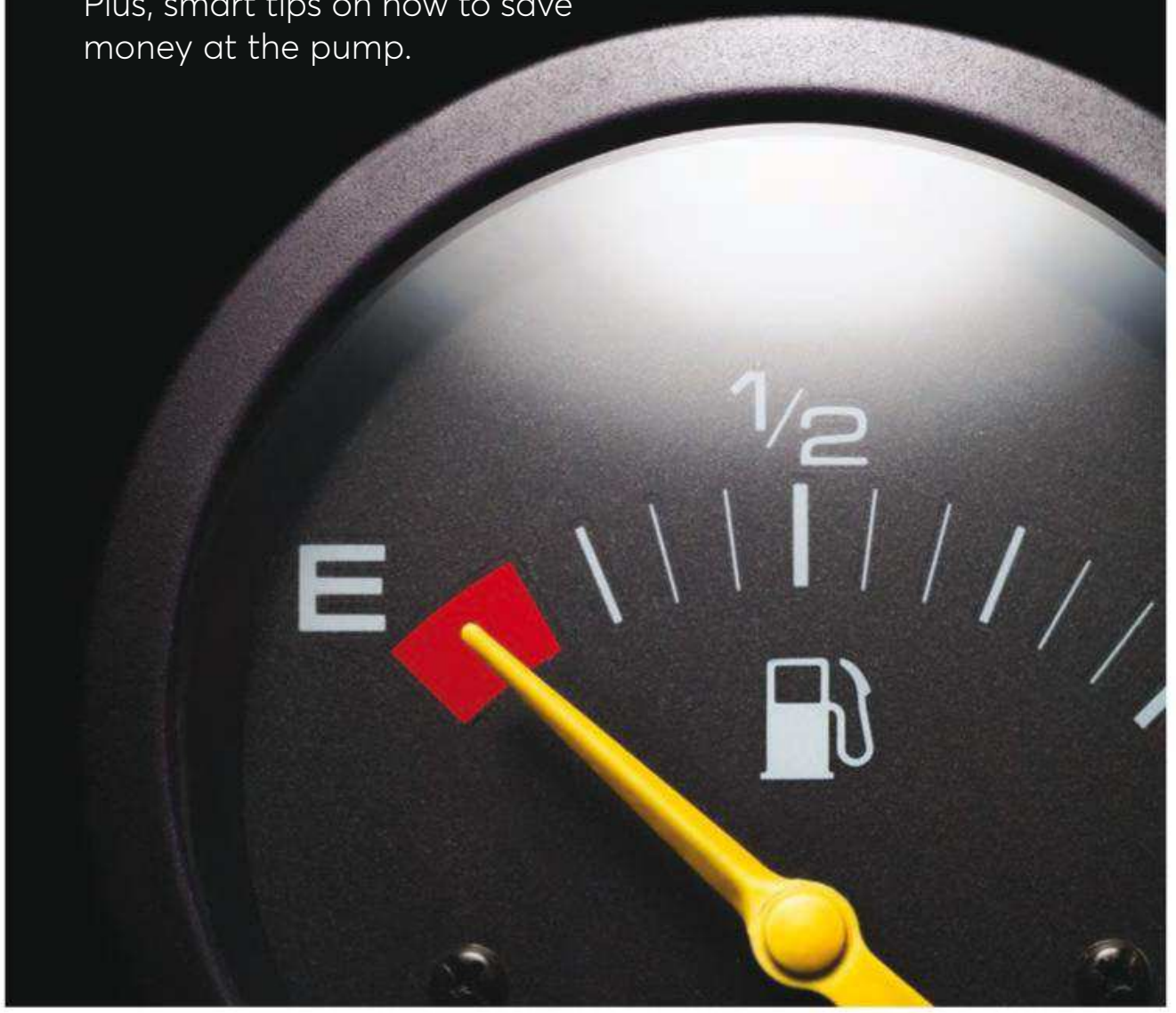
Honda Ridgeline

70

OVERALL SCORE

Best & Worst in Fuel Economy

Plus, smart tips on how to save money at the pump.



THE BEST WAY to burn less fuel is to buy a car that gets better gas mileage. But our tests with cars, trucks, and SUVs show that you can save at the pump with a few simple changes, no matter what you drive–whether it's new or used.

› **Stop idling.** The general rule is to turn off your car if you'll be stopped for more than 30 seconds (outside of traffic lights). Don't worry: the starter is designed for multiple, repeated starts.

› **Keep your tires properly inflated.** In our tests, we found that fuel economy is reduced when tires are not correctly inflated. Check tire pressure and adjust as necessary when the tires are cold (before the vehicle has been driven or after no more than a couple of miles). Use the inflation pressure recommended by the vehicle's manufacturer, not the maximum pressure embossed on the tire's sidewall. The recommended pressure is often found on a placard on a front doorjamb, in the glove compartment, or in the owner's manual.

› **Slow down.** Slowing from 75 to 55 mph boosted gas mileage 33 percent in testing performed on a family sedan and a large SUV.

› **Be a smooth operator.** Avoid hard acceleration and braking whenever possible. Frequent bursts of acceleration and braking reduced mileage by 2 to 3 mpg on the Camry we tested.

› **Combine trips.** Avoid making multiple short trips; try to combine all errands into one trip. If you can, avoid rush hour because sitting in traffic burns more gas and emits more pollutants.

› **Ride-share.** Carpool to work or ride with others to school or sports.

› **Drive light.** Reduce the amount of cargo you have in your vehicle–clean out all the useless junk in the trunk–and take off your roof rack when you're not using it. This will lighten your load, reduce drag, and help raise fuel economy.

› **Skip gas-saving products.** In our tests of some gas-saving products that manufacturers claim improve fuel economy, we have not found any that work. Simply put: Don't waste your money.

› **Check your route.** With GPS, it's easy to track traffic and choose another route. Keep in mind that traveling at a consistent speed with few stops or traffic lights is best for fuel economy.

› **Track gas prices.** There are a number of apps, such as GasBuddy and AAA's TripTik, that can help you find the cheapest gas in your area.

20%

Percentage of Americans who say they're likely to buy an electric car, up from 15 percent in 2017.

Source: AAA.

PHOTO: YASU + JUNKO/TRUNK ARCHIVE

Make & Model	Overall MPG	City MPG	Highway MPG
ELECTRIC CARS AND PLUG-IN HYBRIDS			
BMW i3 Giga	**139** [1]	135 [1]	141 [1]
Toyota Prius Prime	**133** [1]**/50** [2]	38 [2]	62 [2]
Tesla Model 3 Long Range	**130** [1]	136 [1]	123 [1]
Chevrolet Bolt Premier	**119** [1]	128 [1]	110 [1]
Nissan Leaf SL	**112** [1]	125 [1]	110 [1]
Honda Clarity Plug-in Hybrid	**110** [1]**/39** [2]	110 [1]/31 [2]	110 [1]/45 [2]
Ford Focus Electric	**107** [1]	108 [1]	107 [1]
Chevrolet Volt LT	**105** [1]	99 [1]	109 [1]
Tesla Model X 90D	**92** [1]	90 [1]	94 [1]
Tesla Model S P85D	**87** [1]	64 [1]	110 [1]
Toyota Mirai	**67** [1]	67 [1]	67 [1]
SUBCOMPACT CARS			
Toyota Prius C Two	**43**	37	48
Mitsubishi Mirage ES	**37**	28	47
Toyota Yaris iA	**35**	24	48
Honda Fit EX	**33**	24	42
Chevrolet Spark LT	**33**	23	44
Kia Rio S	**33**	22	48
Hyundai Accent SEL	**33**	22	47
Ford Fiesta SE sedan (4-cyl.)	**33**	22	45
Chevrolet Sonic LT	**28**	19	38
COMPACT CARS			
Toyota Prius Three	**52**	43	59
Hyundai Ioniq SEL	**52**	42	60
Kia Niro EX	**43**	33	52
Chevrolet Cruze LT Diesel	**41**	27	60
Ford C-Max Hybrid SE	**37**	35	38
Mazda3 i Sport	**33**	23	45
Hyundai Elantra SEL	**33**	21	49
Toyota Corolla LE Plus	**32**	23	43
Honda Civic LX/EX-T	**32/31**	21	45
Mini Cooper (3-cyl.)	**31**	22	41
Nissan Sentra SV	**31**	21	42
Kia Soul Plus	**26**	19	33
MIDSIZED CARS			
Toyota Camry Hybrid LE	**47**	39	53
Chevrolet Malibu Hybrid	**41**	33	49
Ford Fusion Hybrid SE	**39**	35	41
Hyundai Sonata Hybrid SE	**39**	31	46
Mazda6 Sport	**32**	22	44
Toyota Camry LE (4-cyl.)	**32**	20	49
Honda Accord EX (1.5T)	**31**	21	42
Nissan Altima 2.5 SV	**29**	19	42
Chevrolet Malibu LT (1.5T)	**29**	19	41
Ford Fusion Titanium (2.0T)	**22**	14	33
LUXURY COMPACT CARS			
BMW 328d xDrive	**35**	24	49
Mercedes-Benz CLA 250	**28**	19	39
Acura ILX Premium	**28**	18	42
Acura TLX 2.4L	**27**	18	41
Audi A3 Premium	**27**	18	40
Audi A4 Premium Plus	**27**	18	40
Alfa Romeo Giulia Ti (AWD)	**27**	18	39
Lexus IS 300 (AWD)	**20**	14	28
LUXURY MIDSIZED/LARGE CARS			
Lincoln MKZ Hybrid	**34**	29	38
BMW 530i xDrive	**26**	16	40
Nissan Maxima Platinum	**25**	17	36
Acura TLX SH-AWD	**25**	16	36
Mercedes-Benz S560 (AWD)	**18**	12	28
Genesis G90 Premium (AWD)	**18**	11	28

Make & Model	Overall MPG	City MPG	Highway MPG
SPORTS/SPORTY CARS			
Mazda MX-5 Miata Club	**34**	25	42
Honda Civic Si	**34**	23	47
Fiat 124 Spider Lusso	**31**	23	40
Mini Cooper S	**30**	23	38
Subaru BRZ Premium	**30**	23	37
Toyota 86	**30**	23	37
Ford Mustang GT Premium (V8)	**19**	13	27
MINIVANS			
Chrysler Pacifica Hybrid	**84** [1]**/27** [2]	84 [1]/21 [2]	84 [1]/32 [2]
Honda Odyssey EX-L	**22**	14	33
Ford Transit Connect XLT (2.5L)	**21**	15	27
Toyota Sienna XLE	**21**	14	30
Chrysler Pacifica Touring-L	**21**	13	33
Dodge Grand Caravan	**17**	11	27
SMALL SUVs			
Toyota RAV4 Hybrid XLE	**31**	26	36
Chevrolet Equinox LT (Diesel)	**31**	22	41
Honda HR-V LX	**29**	20	39
Subaru Crosstrek Premium	**29**	20	39
Honda CR-V EX (1.5T)	**28**	20	37
Mazda CX-3 Touring	**28**	20	36
Honda CR-V LX (2.4L)	**27**	19	36
Hyundai Tucson Sport (1.6T)	**26**	18	35
Subaru Forester 2.5i Premium	**26**	18	35
Hyundai Kona SEL	**26**	18	34
Jeep Cherokee (V6)	**21**	14	29
MIDSIZED SUVs			
Toyota Highlander Hybrid Limited	**25**	18	32
Jeep Grand Cherokee Limited (diesel)	**24**	17	32
Mazda CX-9 Touring	**22**	15	32
Toyota Highlander XLE (V6)	**22**	15	31
Nissan Murano SL	**21**	15	29
Ford Edge SEL (2.0 EcoBoost)	**21**	14	31
Kia Sorento EX (V6)	**21**	14	30
Dodge Journey (V6)	**16**	11	25
LUXURY SMALL SUVs			
Lexus NX 300h	**29**	23	34
Mercedes-Benz GLA 250	**26**	19	35
BMW X1 xDrive28i	**26**	17	37
BMW X2 xDrive28i	**25**	17	36
Mini Cooper Countryman S	**25**	17	36
Infiniti QX30 Premium	**25**	17	32
Lincoln MKC Reserve	**19**	13	27
Porsche Macan S	**19**	13	26
LUXURY MIDSIZED/LARGE SUVs			
Lexus RX 450h	**29**	24	33
Lexus RX 350	**22**	14	31
Acura MDX Tech	**21**	14	31
BMW X5 xDrive35i	**21**	14	28
Nissan Armada Platinum	**14**	10	20
Toyota Land Cruiser	**14**	10	20

HOW WE TEST: This year gas prices have leapt significantly, with big spikes in the spring. If you keep the price volatility in mind when shopping for a new car, the next spike won't leave you saddled with a gas guzzler. Here we've identified the most fuel-efficient vehicles in each class. The worst performers are also included, in red, and give you an idea of how good the top performers really are.

[1] Miles-per-gallon equivalent (MPGe). [2] Miles per gallon while running on gas engine.

Vehicle Ratings

Find your next car, truck, or SUV with our exclusive test results and survey data.

THESE CHARTS PROVIDE a quick reference guide to all the vehicles Consumer Reports has recently tested. At a glance, you can see how each vehicle matches up with its competitors.

› **Price as tested** is the sticker price at the time of purchase of our tested vehicle, including an automatic transmission (unless otherwise noted) and typical equipment.

› **Overall Score** includes a vehicle's performance in our road tests, results from our reliability and owner satisfaction surveys, the availability of a frontal crash-prevention system, and, if applicable, crash tests performed by the National Highway Traffic Safety Administration and the Insurance Institute for Highway Safety. We deduct points if a vehicle's gear selector lacks fail-safes or is difficult to use. For more information on safety and crash tests, see page 190.

› **Survey results** include predicted reliability, our forecast of how well a new car will hold up based on its recent history from our Annual Auto Survey. The survey includes owner satisfaction, which is based on the percentage of CR members who say they would definitely buy or lease their vehicle again. Reliability and owner satisfaction predictions for new or redesigned models are based on other models from the manufacturer and the history of the previous generation. To learn more, go to CR.org/reliability.

› **Road-test score** is based on results from more than 50 objective and subjective tests and evaluations performed at our 327-acre Auto Test Center in central Connecticut.

› **Overall mpg** is the overall miles per gallon a vehicle achieved in Consumer Reports' fuel-economy tests, reflecting a mix of city and highway driving.

› **High and lows** give a quick summary of a model's notable strengths and weaknesses.

Key to the Ratings

Vehicles are divided by category and ranked according to their Overall Score. Some models are included in multiple categories, as appropriate. Sometimes we also include vehicles that are viable alternatives to those in a specific category. Recommended vehicles are those that meet Consumer Reports' stringent testing, reliability, and safety standards.

To earn our recommendation, noted with a ✔, vehicles must do well in our Overall Score within category.

Why Certain Vehicles Are Not Rated

These models have been redesigned or extensively freshened since our last test, and are scheduled to be included in future road tests: the Acura RDX; Audi A6, A7, and A8; Kia Forte; Lexus ES; Ram 1500; Toyota Avalon; Volkswagen Jetta; and Volvo V60. For updates, check a future issue of Consumer Reports Cars or CR.org.

PHOTO: JOHN POWERS

WORSE — BETTER | RECOMMENDED

Recommended	Make & Model	Overall Score	Price As tested	Survey Results: Predicted reliability	Survey Results: Owner satisfaction	Test Results: Road-test score	Test Results: Overall mpg	Highs	Lows
	CARS: COMPACT ELECTRIC AND HYBRIDS								
✓	**Toyota Prius** Three	77	$27,323	⏫	⏫	75	52	Fuel economy, hatchback versatility, ride, reliability, standard AEB.	Rear visibility, acceleration, seat comfort, insubstantial for price, odd gear selector and gauges, too easy to turn off DRL.
✓	**Chevrolet Bolt** Premier	77	$43,155	⏶	⏫	76	119 [1]	Long range for an electric car, acceleration, agility, quietness, eligible for tax incentives.	Charging times, brake pedal feel, ride, seat comfort, gear selector.
✓	**Toyota Prius** Prime Premium	77	$29,889	⏫	⏫	74	133 [1] / 50 [2]	Fuel economy, no range anxiety, ride, hatchback versatility, standard AEB.	Complex infotainment screen, seats only four, no rear wiper, too easy to turn off DRL.
✓	**Nissan Leaf** SL	75	$38,115	⏶	⏶	71	112 [1]	Low running costs, quietness, power delivery, access, standard AEB.	Charging time, driving position, lack of agility.
✓	**Ford C-Max** Hybrid SE	75	$26,685	⏶	⏶	77	37	Fuel economy, ride, handling, quietness, access, utility.	Some controls, grabby brakes, small cargo area.
✓	**Kia Niro** EX	73	$26,805	⏫	⏶	65	43	Fuel economy, controls, cargo versatility, reliability.	Braking, agility, hesitation off the line, front-seat comfort, ride, too easy to turn off DRL.
	Hyundai Ioniq SEL	68	$25,035	⏶	I	67	52	Fuel economy, controls, cargo versatility, long warranty.	Braking, agility, hesitation off the line, too easy to turn off DRL.
	BMW i3 Giga	66	$50,450	I	I	79	139 [1] / 29 [2]	Agility, reduced range anxiety with optional gasoline engine.	Long trips require frequent fill-ups, seats only four, rear-seat access, cargo space, stingy instrumentation, odd gear selector.
	Toyota Prius C Two	66	$20,850	⏫	⏶	55	43	Fuel economy, smooth transmission, turning circle, relatively roomy rear seat for two, standard AEB.	Acceleration, ride, noise, driving position, rear visibility, fit and finish.
	Toyota Mirai	65	$58,335	⏶	⏶	61	67 [1]	Long range for an EV, relatively quick fill-ups, ride, emits only water vapor, standard AEB.	Seats only four, clumsy handling, limited hydrogen infrastructure, cargo space, too easy to turn off DRL.
	Chevrolet Volt LT	59	$35,890	⏷	⏫	70	105 [1] / 38 [2]	Can be electric without range anxiety, ride, quietness, controls.	Reliability, visibility, tight rear seat, front seats, driving position, access.
	Ford Focus Electric	51	$40,990	⏬	⏷	76	107 [1]	Fun to drive, handling, ride, instant power delivery, quietness.	Reliability, touchy throttle and brake pedal, battery takes up trunk space, rear seat, limited range.
	CARS: SUBCOMPACT								
✓	**Toyota Yaris** iA	68	$17,570	⏫	I	60	35	Fuel economy, agility, standard front-collision mitigation, standard AEB.	Noise levels, infotainment learning curve, tight rear seat, wet braking, too easy to turn off DRL.
✓	**Honda Fit** EX	64	$19,025	I	I	67	33	Fuel economy, interior room, versatility, handling, access.	Ride, noise, confusing uplevel audio system.
✓	**Chevrolet Sonic** LT (1.8L)	63	$17,290	I	⏷	66	28	Braking, trunk, quick and quiet for class.	Darty steering, narrow driving position, seat comfort.
	Hyundai Accent SEL	62	$18,435	I	I	64	33	Controls, fuel economy, braking.	Stiff ride, loud cabin, seat comfort, interior room.
	Kia Rio S	59	$17,220	I	I	61	33	Controls, fuel economy.	Stiff ride, loud cabin, seat comfort, interior room.
	Toyota Yaris LE	58	$17,290	⏫	I	47	32	Fuel economy, roomy rear seat, turning circle, standard AEB.	Noise, ride, driving position, front-seat comfort, fit and finish, rear visibility, too easy to turn off DRL.
	Nissan Versa SV (sedan)	52	$15,490	⏶	⏬	56	32	Fuel economy, rear seat, trunk.	Poor IIHS small-overlap crash-test results, handling, engine noise, front-seat comfort, fit and finish.
	Chevrolet Spark 1LT	47	$16,660	I	I	47	33	Easy to park, braking, fuel economy.	Acceleration, ride, noise, seat comfort, driving position.
	Ford Fiesta SE (hatchback, MT)	43	$17,795	⏬	⏷	66	32	Handling, braking, ride, relatively quiet, fuel economy, turning circle.	Reliability, some controls, rear seat, rear visibility, narrow power band, relatively expensive.
	Ford Fiesta SE (sedan)	42	$16,595	⏬	⏷	64	33	Handling, ride, relatively quiet, fuel economy, turning circle.	Reliability, acceleration, rear seat, some controls, rear visibility.
	Mitsubishi Mirage ES	37	$16,050	⏶	⏷	29	37	Fuel economy, turning circle, relatively roomy rear seat, hatchback versatility, feature content.	Handling, noise, vibration, acceleration, feels cheap and insubstantial.

[1] Miles-per-gallon equivalent (MPGe). [2] Miles per gallon while running on gas engine.

Recommended	Make & Model	Overall Score	Price As tested	Survey Results: Predicted reliability	Survey Results: Owner satisfaction	Test Results: Road-test score	Test Results: Overall mpg	Highs	Lows
	CARS: SMALL 2-DOOR								
	Mini Cooper Base (1.5T)	54	$27,400	↓	↑	68	31	Handling, fuel economy.	Reliability, rear seat, some controls, 3-cylinder engine is a bit gruff, premium fuel.
	Volkswagen Beetle S	49	$22,485	↓	–	59	27	Cuteness, nostalgia, controls.	Reliability, wind noise, on-limit handling, rear seat, no curtain airbags.
	CARS: COMPACT								
✓	**Toyota Corolla** LE	78	$20,652	↑↑	↑	71	32	Ride, fuel economy, interior space, large trunk, secure emergency handling, reliability, value, standard AEB.	Lackluster handling, inconsistent interior quality, too easy to turn off DRL.
✓	**Mazda3** Sport (hatchback, MT)	77	$24,040	↑↑	↑	73	32	Handling, fuel economy, transmission, high-end options, standard AEB.	Ride, noise, rear seat, rear visibility, cumbersome infotainment system.
✓	**Mazda3** Sport (2.0L)	76	$21,740	↑↑	↑	72	33	Handling, fuel economy, transmission, high-end options, standard AEB.	Ride, noise, rear seat.
✓	**Hyundai Elantra GT** (2.0L)	76	$23,265	↑	↑	79	28	Handling, braking, transmission, controls, hatchback versatility.	Ride, noise.
✓	**Kia Soul** Plus	74	$24,115	↑	↑	74	26	Handy size, inexpensive upscale features, access, controls, braking.	Stiff ride, limited cargo room with rear seat up.
✓	**Toyota C-HR** XLE	72	$23,892	↑	↑	64	29	Fuel economy, controls, standard AEB.	Slow acceleration, wind noise, rear visibility, rear access, unsupportive driver's seat.
✓	**Toyota Corolla** iM	71	$19,995	↑↑	–	64	31	Agility, fuel economy, hatchback versatility, well-equipped for price, standard AEB.	Acceleration, engine noise, rear seat, rear visibility, lacks common options.
✓	**Hyundai Elantra** SEL	70	$20,090	↑↑	–	66	33	Relatively roomy, easy controls, fuel economy, long warranty, reliability.	Engine noise, ride, front-seat comfort, too easy to turn off DRL.
	Honda Civic LX	67	$20,275	–	–	76	32	Fuel economy, ride, handling, interior storage.	Awkward access, front-seat comfort.
	Honda Civic EX-T	66	$23,035	–	–	75	31	Fuel economy, ride, handling, interior storage.	Awkward access, front-seat comfort, complicated infotainment for EX and higher trims.
	Subaru Impreza Premium	66	$23,410	↓	↑	85	30	Ride, braking, fuel economy, relatively roomy interior, controls.	Reliability, front-seat comfort.
	Volkswagen Golf SE (1.8T)	63	$25,315	↓	↑	82	28	Ride, handling, quietness, braking, easy-to-use infotainment system, hatchback versatility.	Reliability.
	Chevrolet Cruze LT (1.4T)	57	$23,145	↓	–	77	30	Ride, quietness, fuel economy, among roomiest in class.	Reliability, front-seat support, rear visibility.
	Chevrolet Cruze LT (diesel)	56	$27,395	↓	–	75	41	Fuel economy, ride, quietness, among roomiest in class.	Reliability, front-seat support, rear visibility.
	Mini Clubman Base (1.5T)	54	$31,550	↓	↑	67	28	Handling, roomier than any other Mini, thick option list allows personalization.	Reliability, ride, noise, visibility, controls have a learning curve.
	Nissan Sentra SV	51	$20,125	↓	↓↓	62	31	Braking, fuel economy, spacious rear seat, access, lots of features for the money.	Reliability, ride, noise, fit and finish, front-seat comfort.
	Ford Focus SE (2.0L)	45	$20,485	↓↓	↓	67	29	Agility, ride, quietness.	Reliability, snug interior, transmission causes low-speed vibration.
	Ford Focus SE (1.0T)	43	$21,455	↓↓	↓	62	29	Agility, ride, quietness.	Reliability, snug interior, slow acceleration without any fuel-economy benefit.
	Fiat 500L	30	$24,595	↓↓	↓↓	50	27	Roomy interior, handy size, access.	Reliability, poor IIHS small-overlap crash-test results, stiff ride, front seats, touchy brake pedal, driving position.
	CARS: MIDSIZED								
✓	**Toyota Camry** Hybrid LE	89	$28,949	↑	↑	89	47	Fuel economy, ride, controls, standard AEB.	Low stance hurts access, too easy to cancel DRL.
✓	**Toyota Camry** LE (4-cyl.)	87	$26,364	↑	↑	86	32	Fuel economy, braking, ride, controls, standard AEB.	High-rpm engine noise, transmission refinement, low stance hurts access, too easy to cancel DRL.

[1] Miles-per-gallon equivalent (MPGe). [2] Miles per gallon while running on gas engine.

WORSE — BETTER | RECOMMENDED

Recommended	Make & Model	Overall Score	Price As tested	Survey Results: Predicted reliability	Survey Results: Owner satisfaction	Test Results: Road-test score	Test Results: Overall mpg	Highs	Lows
	CARS: MIDSIZED *Continued*								
✓	**Honda Accord** EX (1.5T)	84	$28,345	I	⌃	89	31	Ride, handling, fuel economy, controls, standard advanced safety features.	Low stance hurts access.
✓	**Subaru Legacy** 2.5i Premium	81	$24,837	⌃	⌃	89	26	Ride, handling, braking, transmission, visibility, controls, standard AWD.	Acceleration.
✓	**Kia Optima** EX (2.4L)	81	$25,860	⌃	⌃	86	28	Roomy interior, seat comfort, controls, braking, lots of equipment for price, reliability.	Expensive to get active safety equipment, too easy to turn off DRL, low dash vents.
✓	**Mazda6** Sport	79	$23,590	⌃	⌃	79	32	Fuel economy, agility, transmission, standard AEB.	Controls.
✓	**Ford Fusion** Titanium (2.0T)	79	$33,180	⌃	I	83	22	Agility, ride, quietness, fun to drive, braking.	Visibility, rear seat, small trunk opening.
✓	**Hyundai Sonata** SEL (2.4L)	78	$25,845	I	I	85	28	Roomy rear seat, visibility, access, controls, braking.	Ride, too easy to turn off DRL.
✓	**Ford Fusion** SE (1.5T)	78	$27,720	⌃	I	81	24	Agility, ride, quietness, fun to drive, braking.	Visibility, rear seat, small trunk opening.
✓	**Volkswagen Passat** SE (4-cyl.)	78	$27,485	⌃	I	82	28	Interior room, rear seat, trunk, access, agility, braking.	Transmission refinement at low speeds.
✓	**Nissan Altima** 3.5 SL	77	$31,610	⌃	I	80	24	Acceleration, rear seat, controls, standard AEB.	Agility, ride.
✓	**Ford Fusion** SE Hybrid	77	$28,290	⌃	I	80	39	Fuel economy, agility, ride, quietness, fun to drive, powertrain.	Visibility, touchy brakes, rear seat, small trunk opening.
✓	**Volkswagen Passat** SEL Premium (V6)	76	$33,720	⌃	I	79	23	Ride, handling, acceleration, interior room, rear seat, access.	Requires premium fuel.
✓	**Hyundai Sonata** Hybrid SE	75	$26,950	I	I	80	39	Fuel economy, spacious interior, rear seat, controls, long warranty.	Ride, too easy to turn off DRL.
✓	**Honda Clarity** Plug-in Hybrid	72	$34,290	I	⌃	72	110 [1] / 39 [2]	Acts as an EV for short distances, ride, interior room, standard AEB.	Clumsy handling, front-seat comfort, confusing controls, small gas tank for long trips.
✓	**Nissan Altima** 2.5 SV	72	$26,890	⌃	I	71	29	Rear seat, controls, standard AEB.	Unsettled ride, overly light steering.
	Chevrolet Malibu 1LT (1.5T)	68	$26,790	I	I	80	29	Ride, quietness, controls.	Raspy 1.5-liter turbo, front-seat comfort, so-so visibility.
	Chevrolet Malibu Hybrid	68	$30,735	I	I	79	41	Fuel economy, ride, quietness, controls.	Front-seat comfort, so-so visibility.
	CARS: LARGE								
✓	**Chevrolet Impala** Premier (V6)	86	$39,110	⌃	⌃	91	22	Ride, handling, braking, quietness, spacious cabin and trunk, advanced electronic safety features.	Rear visibility.
✓	**Kia Cadenza** Premium	85	$36,945	⌃	⌃	91	24	Acceleration, smooth powertrain, quietness, braking, interior room, controls.	Lacks agility.
	Nissan Maxima Platinum	71	$41,995	⌄	I	81	25	Acceleration, controls, fit and finish, standard automatic emergency braking.	Reliability, ride, steering, engine noise, access, snug driving position, visibility, rear-seat room.
	Ford Taurus Limited (V6)	67	$37,885	I	I	72	21	Quietness, trunk space.	Visibility, driving position.
	Chrysler 300 C (V8)	66	$45,650	⌄	⌃	84	20	Acceleration, transmission, ride, quietness, seat comfort, fit and finish.	Reliability.
	Chrysler 300 Limited (V6)	65	$38,335	⌄	⌃	83	22	Acceleration, transmission, ride, quietness, seat comfort, fit and finish.	Reliability.
	Dodge Charger R/T Plus (V8)	65	$40,375	⌄	⌃	85	20	V8 sound and power, transmission, easy-to-use infotainment system.	Reliability, visibility, access.
	Dodge Charger SXT (V6)	63	$34,510	⌄	⌃	82	22	Transmission, quietness, ride, interior room, feature content.	Reliability, visibility, access.

Recommended	Make & Model	Overall Score	Price As tested	Survey Results: Predicted reliability	Survey Results: Owner satisfaction	Test Results: Road-test score	Test Results: Overall mpg	Highs	Lows
	CARS: LUXURY ENTRY-LEVEL								
✓	**Audi A3** Premium	72	$31,495	!	!	77	27	Handling, feels solid, braking, standard AEB.	Rear seat, some controls, headlights.
	Mercedes-Benz CLA250	56	$36,500	!	⌄⌄	64	28	Braking, fit and finish, standard AEB.	Ride, noise, cramped interior, uneven power delivery, visibility, access, small trunk opening, unintuitive gear selector.
	Acura ILX Premium	44	$30,820	⌄⌄	⌄⌄	61	28	None.	Reliability, stiff ride, loud cabin, access, controls, overpriced for what you get.
	CARS: LUXURY COMPACT								
✓	**Audi A4** Premium Plus	85	$48,890	⌃⌃	⌃	88	27	Ride, handling, quietness, transmission, fit and finish, front-seat comfort, standard AEB.	Controls, unintuitive gear selector, tight rear seat.
✓	**BMW 328d** xDrive	79	$50,475	⌃	!	86	35	Handling, ride, fuel economy, transmission, front-seat comfort, fit and finish, visibility.	Some controls, diesel-engine noise, gear selector.
✓	**BMW 330i** xDrive	78	$51,745	⌃	!	86	26	Handling, transmission, front-seat comfort, fit and finish.	Some controls, choppy ride, gear selector.
✓	**Tesla Model 3** Long Range	77	$59,000	!	⌃⌃	82	130 [1]	Instant power, handling agility, front-seat comfort, low running costs.	Stiff ride, distracting controls, uncomfortable rear seat, long charging times.
	Buick Regal Essence (2.0T, AWD)	73	$39,715	!	⌃	87	23	Ride, powertrain, braking, controls, front seats, hatchback versatility.	Less agile than the previous Regal.
	Kia Stinger Premium (2.0T, AWD)	69	$40,400	!	⌃	75	23	Handling, front-seat comfort, hatchback versatility.	Ride, tight rear seat, difficult access.
	Volvo S60 T5	68	$39,925	!	!	80	25	Transmission, braking, front-seat comfort, standard forward-collision avoidance.	Ride, rear seat, rear visibility.
	Infiniti Q50 3.0t Luxe (AWD)	67	$48,775	⌄	⌄	85	22	Acceleration, agility, braking, visibility.	Reliability, cumbersome infotainment system, small trunk.
	Lexus IS 300 (AWD)	67	$48,149	⌃⌃	!	56	20	Reliability, standard AEB.	Cramped interior and driving position, ride, road noise, lackluster handling, fuel economy, controls, access.
	Mercedes-Benz C300 (4MATIC)	66	$47,560	⌄	!	85	26	Ride, handling, acceleration, quietness, front-seat comfort, fit and finish, standard AEB.	Reliability, controls.
	Acura TLX 2.4L	61	$35,920	⌄	⌄	79	27	Powertrain, braking, standard AEB.	Reliability, annoying audio controls.
	Cadillac ATS Luxury (2.0T)	60	$43,295	⌄	⌄	79	23	Handling, fun to drive, acceleration, braking, fit and finish, front-seat comfort.	Reliability, controls, tight interior, small trunk, access.
	Acura TLX SH-AWD	59	$42,345	⌄	⌄	75	25	Acceleration, braking, standard AEB.	Reliability, transmission, annoying controls and gear selector.
	Jaguar XE Premium (25t AWD)	50	$47,378	⌄	⌃	69	25	Handling agility, steering.	Tight quarters, seat comfort, controls, interior short on luxury grade.
	Alfa Romeo Giulia Ti (AWD)	48	$48,890	⌄⌄	⌃	70	27	Agility, steering, character.	Controls, rear seat, limited driver's seat adjustments.
	CARS: LUXURY MIDSIZED								
✓	**Infiniti Q70** (V6)	88	$53,825	⌃⌃	!	90	21	Acceleration, transmission, agility, braking, fit and finish, reliability.	Busy dashboard, ride and quietness aren't good for the class.
✓	**Lexus GS** 350	86	$58,858	⌃⌃	⌃	83	21	Quietness, ride, powertrain, front-seat comfort, fit and finish, visibility, reliability, standard AEB.	Fussy controls.
✓	**Mercedes-Benz E300** (4MATIC)	84	$69,585	⌃	!	85	24	Agility, braking, quietness, front-seat comfort, fit and finish, standard AEB.	Controls, tight rear seat, rear access.
✓	**BMW 530i** xDrive	82	$65,210	⌃	⌃⌃	94	26	Ride, quietness, transmission, seat comfort, fit and finish.	Controls and gear selector.
✓	**Genesis G80** 3.8 (AWD)	81	$52,450	!	⌃⌃	89	20	Ride, braking, quietness, slick powertrain, standard AEB.	Overzealous lane-keeping assist, gear selector.

[1] Miles-per-gallon equivalent (MPGe).

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Recommended	Make & Model	Overall Score	As tested	Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Highs	Lows
	CARS: LUXURY MIDSIZED *Continued*								
✓	**Lincoln MKZ** 2.0 EcoBoost	79	$41,990	I	↑	88	23	Handling, ride, quietness.	Visibility, snug interior, hidden exterior trunk release, gear selector.
✓	**Lincoln MKZ** Hybrid	79	$41,990	I	↑	88	34	Handling, ride, quietness, fuel economy.	Visibility, snug interior, hidden exterior trunk release, gear selector.
	Cadillac CT6 Luxury (3.6, AWD)	75	$64,485	↓	↑	95	22	Agility, ride, braking, quietness, seat comfort, interior room, fit and finish.	Reliability, controls, low dash vents, scant in-cabin storage.
	Lincoln Continental Select (2.7T, AWD)	67	$55,590	↓	↑↑	83	20	Ride, quietness, acceleration, braking, interior room.	Confusing gear selector, front-seat comfort, controls.
	Cadillac CTS Luxury (V6, AWD)	64	$58,780	↓	↓	83	22	Agility, fun to drive, front seats, plush interior, braking.	Reliability, controls, rear seat, trunk.
	Acura RLX Tech	64	$55,345	↓	↓↓	75	23	Spacious and plush interior, seat comfort, braking, standard AEB.	Ride, agility, controls and gear selector, suspension noise.
	Cadillac XTS Premium	63	$57,200	↓	↓	82	22	Roomy interior and trunk, seat comfort, fit and finish, quietness, braking, transmission.	Controls, ride not plush enough, visibility, small trunk opening.
	Volvo S90 T6 Momentum (AWD)	62	$61,855	↓	↑	73	23	Seat comfort, fit and finish, standard AEB.	Ride comfort, coarse engine noise, unintuitive controls.
	Buick LaCrosse Essence (V6)	59	$43,225	↓↓	I	85	24	Ride, quietness, acceleration, braking, roomy interior, infotainment system.	Reliability, confusing gear selector, visibility, agility.
	Jaguar XF Prestige (V6, AWD)	58	$66,586	↓	↑	83	21	Ride, agility, acceleration, braking, transmission, front-seat comfort.	Controls, expensive to get advanced safety features, weak A/C.
	Maserati Ghibli S Q4	46	$89,010	↓↓	↓↓	71	19	Exhaust sound, steering feedback, braking, acceleration, transmission, fit and finish.	Ride, initial turbo lag, fuel economy, rear seat, access, touchy brake pedal, fussy gear selector.
	CARS: ULTRA LUXURY								
✓	**Tesla Model S** P85D	94	$127,820	↑	↑↑	100	87 [1]	Energy efficiency, acceleration, handling, luggage capacity, optional third seat, standard forward-collision warning.	Limited range, long charge times, access, visibility, controls, reduced ride comfort and quietness with 21-inch tires.
✓	**BMW 750i** xDrive	86	$110,645	↑	I	99	21	Ride, quietness, powertrain, seat comfort, room, fit and finish, lots of high-tech features.	Narrow trunk, controls, gear selector.
✓	**Genesis G90** Premium (3.3T, AWD)	81	$71,550	I	↑↑	89	18	Powertrain, ride, quietness, interior room, standard AEB.	Fuel economy, unintuitive gear selector, low dash vents.
✓	**Mercedes-Benz S560** (4MATIC)	79	$114,475	I	↑	96	18	Most comfortable riding car, quietness, acceleration, braking, interior room, seat comfort, fit and finish, standard AEB.	Fuel economy, complicated and distracting controls, unintuitive gear selector.
	Lexus LS 500 (AWD)	67	$103,899	I	↑	72	20	Acceleration, quietness, transmission, driver's seat comfort, fit and finish, standard AEB.	Controls, ride quality, rear-seat room, small trunk.
	Jaguar XJL Portfolio	58	$81,575	↓	↑	82	19	Acceleration, transmission, handling, ride, quietness, seat comfort, fit and finish.	Fuel economy, trunk, some controls, access, rear visibility.
	SPORTS/SPORTY CARS OVER $40,000								
✓	**BMW M240i**	92	$50,400	↑	↑	98	25	Acceleration, handling, braking, front-seat comfort, quietness, reliability.	Rear-seat room, some controls.
✓	**Porsche 911** Carrera S	87	$110,630	↑	↑↑	95	23	Acceleration, handling, braking, engine sound, visibility, fit and finish, handy small rear seat.	Ride, noise, access, controls.
✓	**Porsche 718 Boxster** (base, AT)	83	$69,790	I	↑	95	26	Acceleration, handling, braking, fit and finish, quick top-operation that works on the move.	Ride, noise, access, some controls, visibility with closed top.
✓	**Audi TT** 2.0T (AT)	79	$50,600	↑	↑	84	26	Agility, braking, front-seat comfort, fit and finish, hatchback versatility, high-tech features.	Controls take getting used to, ride, access, tiny rear seat.
	Ford Mustang GT Premium (V8)	66	$43,295	↓	↑	84	19	Handling, acceleration, braking, interior details, exhaust sound.	Reliability, fuel economy, rear seat, ride.

Recommended	Make & Model	Overall Score	Price As tested	Survey Results: Predicted reliability	Survey Results: Owner satisfaction	Test Results: Road-test score	Test Results: Overall mpg	Highs	Lows
	SPORTS/SPORTY CARS OVER $40,000 *Continued*								
	Chevrolet Corvette Stingray 3LT	64	$73,260	⏬	⏫	92	20	Acceleration, handling, braking, engine sound, controls, fit and finish, performance for the price.	Reliability, ride, noise, access, visibility, manual shifter 1st to 4th gear override.
	Chevrolet Camaro 2SS (V8)	59	$47,020	⏬	⏶	85	20	Acceleration, handling, braking, styling.	Reliability, visibility, tight interior, low dash vents.
	Dodge Challenger R/T Plus (V8)	51	$40,860	⏷	⏫	70	20	Braking, exhaust sound, infotainment system, rear seat, brawn.	Reliability, ride, noise, visibility.
	SPORTS/SPORTY CARS UNDER $40,000 Equipped with manual transmission								
✓	**Subaru BRZ** Premium	82	$27,117	⏫	⏶	79	30	Driving fun, handling, braking, fuel economy, reliability.	Ride, noise, access, vestigial rear seating.
✓	**Toyota 86**	81	$25,025	⏫	⏶	78	30	Driving fun, handling, braking, fuel economy, reliability.	Ride, noise, access, vestigial rear seating.
✓	**Nissan 370Z** Touring (coupe)	73	$38,565	●	●	81	23	Acceleration, handling, braking, fit and finish.	Ride, noise, visibility, access.
	Honda Civic Si	66	$24,775	●	●	74	34	Handling, braking, fuel economy, value.	Ride, controls, access, no advanced safety features offered.
	Volkswagen GTI Autobahn	65	$31,730	⏷	⏫	82	29	Agility, seat comfort, quiet cabin, hatchback versatility.	Reliability.
	Subaru WRX Premium	65	$29,742	●	⏶	75	26	Acceleration, cornering grip, braking, four-door practicality, visibility.	Hard ride, constant engine drone, stiff clutch, clunky shifter, turbo lag.
	Mazda MX-5 Miata Club	64	$29,905	⏷	⏫	80	34	Agility, shifter, fuel economy, easy manual top.	Reliability, ride, noise, tight quarters, cumbersome infotainment system, access.
	Mini Cooper S	63	$29,945	⏷	⏶	81	30	Handling, fuel economy, manual shifter, engine sound.	Reliability, rear seat, some controls, premium fuel.
	Ford Mustang Premium (2.3 EcoBoost)	61	$33,080	⏷	⏶	76	25	Handling, braking, interior details.	Reliability, rear seat, noise, raspy engine sound.
	Buick Cascada Premium	58	$37,385	⏶	⏶	53	22	Well-insulated top, opens/closes on the go, seats four, nice details.	Visibility, dated controls, ride, fuel economy, long doors.
	Fiat 124 Spider Lusso	52	$29,985	⏬	⏫	76	31	Agility, fuel economy, easy manual top.	Ride, noise, tight quarters, access, infotainment system.
	Ford Focus ST	50	$28,270	⏬	⏷	74	26	Handling, fun to drive, acceleration, braking.	Reliability, driving position, snug Recaro seats, some torque steer, turning circle.
	Ford Fiesta ST	48	$24,985	⏬	⏷	74	29	Handling agility, effortless power delivery, sound, braking, fun to drive.	Reliability, ride, snug optional Recaro seats.
	Fiat 500 Abarth	45	$26,050	⏬	⏷	66	28	Invigorating exhaust sound, agility, braking.	Reliability, noise, ride, controls, tiny rear seat and cargo area, rear visibility, turning circle, driving position.
	WAGONS (ALL-WHEEL DRIVE)								
✓	**Volkswagen Golf Alltrack** SE	80	$32,515	●	●	89	25	Handling, ride, braking, visibility, controls, solid and substantial feel.	Need top-line SEL for desirable features.
✓	**Subaru Outback** 3.6R Limited	78	$36,835	●	⏶	85	22	Ride, visibility, controls, access, practicality, standard AWD.	None.
✓	**Subaru Outback** 2.5i Premium	76	$28,852	●	⏶	82	24	Ride, visibility, controls, access, practicality, standard AWD.	Acceleration.
	MINIVANS								
✓	**Toyota Sienna** XLE	79	$38,424	⏶	⏶	79	21	Ride, interior space and flexibility, rear seat, reliability, standard AEB.	Transmission smoothness, agility, fit and finish, too easy to turn off DRL.
✓	**Honda Odyssey** EX-L	76	$40,300	●	⏫	82	22	Ride, quietness, interior room and flexibility, kid-friendly tech.	Unintuitive gear selector, 9-speed automatic isn't the smoothest.
✓	**Chrysler Pacifica** Hybrid Platinum	76	$48,380	●	⏫	88	84 [1] / 27 [2]	Interior space, ride, quietness, infotainment system, access, fuel economy.	Hybrid loses Stow 'n Go seating/ cargo flexibility.
✓	**Chrysler Pacifica** Touring L	74	$38,245	●	⏫	85	21	Interior space and flexibility, ride, quietness, Uconnect 8.4 infotainment system, access.	Coarse-sounding engine.

[1] Miles-per-gallon equivalent (MPGe). [2] Miles per gallon while running on gas engine.

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Recommended	Make & Model	Overall Score	Price As tested	Survey Results: Predicted reliability	Survey Results: Owner satisfaction	Test Results: Road-test score	Test Results: Overall mpg	Highs	Lows
	MINIVANS *Continued*								
	Kia Sedona EX	72	$34,795	▲	●	70	20	Powertrain, second-row comfort, fit and finish.	Clumsy handling, stiff ride, lacks expected minivan flexibility.
	Ford Transit Connect XLT (2.5L)	72	$28,015	▲	▼	76	21	Interior space, access, front visibility, handling, ride.	Acceleration, difficult to fold seats, wind noise, some controls, fit and finish, sparse on features.
	SUVs: SUBCOMPACTS								
✓	**Subaru Crosstrek** Premium	80	$25,905	●	▲	87	29	Ride, braking, controls, fuel economy.	Acceleration, engine noise, driver's seat short on lumbar support.
✓	**Nissan Rogue Sport** SV (2018.5)	70	$25,655	●	●	72	26	Access, fuel economy, controls, standard AEB.	Acceleration, rear-seat comfort, rear visibility.
✓	**Hyundai Kona** SEL (2.0L)	67	$25,025	●	▲	71	26	Agility, braking, controls, fuel economy.	Ride, noise, acceleration.
✓	**Honda HR-V** LX	67	$22,045	▲	●	66	29	Fuel economy, roomy interior, storage, secure handling.	Ride, noise, acceleration, front-seat comfort, rear door handles.
✓	**Mazda CX-3** Touring	65	$25,800	▲	●	64	28	Handling, fuel economy, upscale features, standard AEB.	Noise, infotainment system, tight rear seat and cargo room, visibility.
	Ford EcoSport SES (2.0L)	57	$28,130	●	●	61	24	Handling agility, easy controls, access.	Ride, noise, acceleration, transmission, cargo space.
	Chevrolet Trax LT	56	$25,560	▲	▼▼	55	25	Easy to park, decent room within a small footprint.	Acceleration, ride, engine noise, rear visibility, front seats, fussy-to-use touch-screen radio.
	Jeep Renegade Latitude	44	$27,525	▼	●	56	24	Styling, upscale features.	Reliability, transmission, ride, visibility, front-seat comfort, grabby brakes, idle vibration.
	Fiat 500X Easy	35	$26,600	▼▼	▼▼	50	23	Maneuverability, upscale features.	Reliability, ride, transmission, noise, idle vibration, touchy brake pedal, visibility, front-seat comfort.
	SUVs: COMPACT								
✓	**Subaru Forester** 2.5i Premium	84	$27,145	▲▲	▲	85	26	Fuel economy, visibility, braking, roomy interior, access, controls, reliability.	Noise, touchy throttle.
✓	**Honda CR-V** LX (2.4L)	83	$26,245	▲▲	▲▲	83	27	Fuel economy, roomy interior, access, reliability.	Cumbersome infotainment system on EX and higher trims.
✓	**Honda CR-V** EX (1.5T)	83	$28,935	▲▲	▲▲	82	28	Fuel economy, roomy interior, access, reliability.	Cumbersome infotainment system on EX and higher trims.
✓	**Toyota RAV4** XLE	81	$29,014	▲▲	▲	75	24	Transmission, access, roominess, reliability, standard AEB.	Driver's seat lumbar support, too easy to turn off DRL.
✓	**Toyota RAV4** Hybrid XLE	81	$29,753	▲▲	▲	74	31	Fuel economy, transmission, access, roominess, reliability, standard AEB.	Driver's seat lumbar support, too easy to turn off DRL.
✓	**Nissan Rogue** SV	73	$29,920	▲	▼	74	24	Ride, access, spacious interior, optional surround-view camera, standard AEB.	Engine noise, cloth front-seat lacks support.
✓	**Mazda CX-5** Touring	72	$29,530	●	▲▲	80	24	Ride, quietness, handling, standard AEB.	Low-mounted dash vents, infotainment system.
✓	**Kia Sportage** LX (2.4L)	71	$26,720	●	▲	78	23	Handling, powertrain, room, easy controls.	Rear visibility.
✓	**Ford Escape** SE (1.5T)	69	$29,630	●	●	75	23	Agility, quietness, easy-to-use entertainment system.	Unsupportive cloth seats, flat and low rear seat, advanced safety features not readily available.
	Volkswagen Tiguan SE	65	$31,645	▼	▲	84	25	Generous interior, easy controls, access, visibility.	Acceleration, spotty Volkswagen reliability.
	Chevrolet Equinox LT (1.5T)	65	$33,730	▼	●	78	25	Interior room, ride, quietness, controls, infotainment system.	So-so acceleration, interior fit and finish.
	Jeep Cherokee Limited (2.0L turbo)	64	$37,655	●	▼	68	23	Access, rear seat, controls.	Delayed launch from a stop, stiff ride, agility.
	Chevrolet Equinox LT (diesel)	63	$35,580	▼	●	75	31	Fuel economy, interior room, ride, controls, infotainment system.	Acceleration, engine noise, drab interior.
	Mitsubishi Outlander SEL (4-cyl.)	63	$28,405	▲	●	59	24	Standard third-row seat, access, visibility.	Agility, acceleration, engine noise, unsettled ride, no A/C vents for rear passengers.
	Hyundai Tucson Value (1.6T)	57	$28,670	▼	●	79	26	Room, quietness, ride, agility, braking, fuel economy, upscale features, long warranty.	Vibration at low speeds, rear visibility, too easy to turn off DRL.

Recommended	Make & Model	Overall Score	Price As tested	Survey Results: Predicted reliability	Survey Results: Owner satisfaction	Test Results: Road-test score	Test Results: Overall mpg	Highs	Lows
	SUVs: COMPACT *Continued*								
	GMC Terrain SLE (2.0T)	57	$36,950	↓	!	67	22	Acceleration, braking.	Loud cabin, stiff ride, agility, visibility, fit and finish, unintuitive gear selector.
	Hyundai Tucson SE (2.0L)	56	$25,920	↓	!	76	24	Room, ride, agility, braking, upscale features, long warranty.	Acceleration, engine noise, rear visibility, too easy to turn off DRL.
	Jeep Compass Latitude	50	$30,870	↓	!	56	24	Controls, access.	Feels underpowered, touchy brake pedal, lacks agility, ride, engine noise, rear seat.
	SUVs: MIDSIZED								
✓	**Toyota Highlander** Hybrid Limited	87	$50,875	⇈	↑	85	25	Quietness, roomy and versatile interior, access, easy-to-use infotainment system, standard AEB.	Low rear seat, too easy to turn off DRL.
✓	**Toyota Highlander** XLE (V6)	85	$41,169	⇈	↑	82	22	Spacious interior, simple controls, strong reliability and resale value, standard AEB.	Transmission smoothness, too easy to turn off DRL.
✓	**Kia Sorento** EX (V6)	78	$37,915	!	↑	84	21	Ride, quietness, smooth V6, 3-row seating, simple controls.	Rear visibility, tight third-row seat.
✓	**Hyundai Santa Fe XL**	75	$36,290	!	!	81	20	Powertrain, roomy and versatile cabin, access, controls, long warranty.	Tight third row with difficult access, too easy to turn off DRL.
✓	**Honda Pilot** EX-L	74	$39,585	!	↑	80	20	Roomy interior, visibility, access, smooth powertrain.	Clumsy handling, controls, unrefined 9-speed automatic with push-button gear selector on high-end versions.
✓	**Nissan Murano** SL	72	$42,065	!	!	77	21	Plush interior, access, easy-to-use infotainment system, standard AEB.	Visibility, overly light steering, agility, towing capacity.
✓	**Ford Edge** SEL (2.0 EcoBoost)	71	$39,755	!	!	84	21	Ride, quietness, handling, rear seat and cargo, access, luxury amenities in high-end versions.	Visibility, acceleration.
	Nissan Pathfinder SL	69	$40,470	!	↓	72	18	Roominess, controls, access, standard AEB.	Handling, fuel economy, rear visibility, second-row thigh support.
	Volkswagen Atlas SEL (V6)	65	$44,165	↓	↑	84	20	Accommodations, third-row seat comfort and access, nimbler for size, ride, quietness, controls.	Acceleration trails competition, spotty Volkswagen reliability.
	Toyota 4Runner SR5	62	$37,425	⇈	↑	55	18	Off-road ability, power-retractable rear window, reliability.	Fuel economy, handling, ride, driving position, fit and finish, access, turning circle.
	Jeep Grand Cherokee Limited (diesel)	62	$49,780	↓	↑	84	24	Quietness, ride, off-road and towing capabilities, seat comfort, fit and finish, easy-to-use Uconnect infotainment system.	Reliability.
	Mazda CX-9 Touring	60	$40,470	⇊	↑	80	22	Ride, handling, quietness, high-end versions feel upscale, standard AEB.	Reliability, infotainment system, rear visibility, limited seat adjustments, tight driving position.
	Jeep Grand Cherokee Limited (V6)	59	$41,375	↓	↑	80	18	Quietness, ride, off-road and towing capability, seat comfort, fit and finish, easy-to-use Uconnect system.	Reliability, fuel economy.
	Ford Explorer XLT (V6)	59	$39,275	!	!	71	18	Interior room and flexibility, usable third row, cabin storage.	Fuel economy, agility, driving position, unrefined transmission.
	Dodge Journey GT (V6)	41	$36,975	↓	⇊	64	16	Ride, quietness, cabin storage.	Reliability, handling, unresponsive transmission, fuel economy, rear visibility, tiny third row.
	Jeep Wrangler Unlimited Sahara	34	$48,400	↓	↑	36	18	Off-road ability, strong powertrain with the V6 engine.	Stiff ride, lots of wind noise, awkward access, fuel economy.
	SUVs: LARGE								
✓	**Toyota Sequoia** Limited	69	$54,005	⇈	!	60	15	Powertrain, accommodations, towing and off-road capability, storage, power-retractable rear window, standard AEB.	Fuel economy, agility, braking, unsettled ride, high step-in, long reach to some controls, too easy to turn off DRL.
	Chevrolet Traverse Premier (V6)	67	$49,945	↓	↑	95	20	Ride, roominess, braking, quietness, controls, access.	Advanced safety features only on pricier trims, cheap manual sunroof shade, only two-way lumbar support.

WORSE — BETTER | RECOMMENDED

Recommended	Make & Model	Overall Score	Price As tested	Survey Results: Predicted reliability	Survey Results: Owner satisfaction	Test Results: Road-test score	Test Results: Overall mpg	Highs	Lows
	SUVs: LARGE *Continued*								
	Dodge Durango GT (V6)	65	$43,525	↓	↑	83	18	Ride, quietness, transmission, interior space, access, front-seat comfort, usable third-row seat, towing capacity.	Reliability, rear visibility, maneuverability, fuel economy.
	Ford Expedition MAX Limited	65	$75,430	–	↑	73	16	Quietness, acceleration, controls, interior room.	Ride, handling, fuel economy.
	Ford Flex SEL	65	$42,155	–	⇑	73	18	Ride, quietness, interior room and flexibility.	Lackluster handling, turning circle, rear visibility, fuel economy.
	Nissan Armada Platinum	55	$63,020	↓	↑	69	14	Smooth and powerful powertrain, towing capacity, quietness, fit and finish.	Agility, unsettled ride, fuel economy.
	Chevrolet Suburban Premier	53	$69,790	⇓	↑	74	16	Utility, quietness, fit and finish, easy-to-use infotainment system, cargo and towing capacity.	Reliability, step-in height, maneuverability, feels underpowered, fuel economy.
	Chevrolet Tahoe LT	53	$60,100	↓	↑	67	16	Quietness, fit and finish, easy-to-use infotainment system, cargo and towing capacity.	Reliability, handling, stiff ride, feels underpowered, step-in height, fuel economy.
	GMC Yukon SLT	53	$62,125	↓	↑	67	16	Quietness, fit and finish, easy-to-use infotainment system, cargo and towing capacity.	Reliability, handling, stiff ride, feels underpowered, step-in height, fuel economy.
	GMC Yukon XL SLT	49	$67,370	⇓	↑	67	16	Utility, quietness, fit and finish, easy-to-use infotainment system, cargo and towing capacity.	Reliability, handling, stiff ride, step-in height, maneuverability, feels underpowered, fuel economy.
	SUVs: LUXURY ENTRY-LEVEL								
✓	**Audi Q3** Premium Plus	80	$40,125	⇑	↑	77	22	Ride, handling, quietness, fit and finish, reliability.	Tight quarters, narrow driving position.
✓	**BMW X2** xDrive28i	73	$45,895	–	↑	77	25	Handling, responsive engine and transmission, fit and finish, front-seat comfort.	Visibility, ride, road noise, blind-spot warning unavailable.
✓	**Buick Encore** Preferred II	73	$30,555	⇑	–	69	23	Ride, quietness, braking, maneuverability, reliability.	Acceleration, driving position, narrow cabin, rear visibility, value.
✓	**BMW X1** xDrive28i	70	$44,745	–	↓	74	26	Fuel economy, transmission, braking.	Road noise, narrow front seats, stiff ride.
	Infiniti QX30 Premium (2018.5)	67	$43,745	–	–	71	25	Fit and finish, handling, braking, standard AEB.	Stiff ride, road noise, cramped interior, visibility, uneven power delivery, controls.
	Mini Cooper Countryman S	63	$39,535	↓	↑	82	25	Handling, braking, powertrain, seat comfort, fit and finish, character.	Ride, noise, controls, hard to find models equipped with optional electronic safety features.
	Mercedes-Benz GLA250	63	$42,210	–	⇓	70	26	Acceleration, braking, fuel economy, fit and finish, standard AEB.	Ride, noise, uneven power delivery, rear seat, visibility, controls.
	Volvo XC40 T5 Momentum	60	$41,510	↓	↑	71	24	Interior ambience, comfortable front seats, standard advanced safety equipment.	Stiff ride, controls, annoying gear selector, engine noise.
	Jaguar E-Pace S	48	$48,070	⇓	↑	69	21	Handling, fit and finish, standard advanced safety equipment.	Uneven power delivery, ride, visibility, controls.
	SUVs: LUXURY COMPACT								
✓	**BMW X3** xDrive30i	81	$53,745	↑	↑	92	24	Handling, braking, quietness, front-seat comfort, fit and finish.	No standard AEB for this price, controls, gear selector.
✓	**Porsche Macan** S	80	$63,290	↑	⇑	85	19	Handling, powertrain, ride, quietness, braking, front-seat comfort, fit and finish, towing capacity.	Rear visibility, modest cargo area, control, fuel economy.
✓	**Lexus NX** 300	78	$43,284	↑	–	74	24	Handling, maneuverability, standard AEB.	Tight quarters, visibility, fussy touchpad controller, in-cabin storage.
✓	**Audi Q5** Premium Plus	78	$51,570	↑	⇑	83	24	Quietness, seat comfort, standard AEB.	Gear selector, controls require a learning curve.
✓	**Lexus NX** 300h	76	$51,224	↑	–	71	29	Fuel economy, handling, standard AEB.	Tight quarters, visibility, fussy touchpad controller, in-cabin storage.

Recommended	Make & Model	Overall Score	Price As tested	Survey Results: Predicted reliability	Survey Results: Owner satisfaction	Test Results: Road-test score	Test Results: Overall mpg	Highs	Lows
	SUVs: LUXURY COMPACT *Continued*								
	Infiniti QX50 Essential	67	$51,380	⌄	⌃	77	22	Fit and finish, braking, standard AEB and FCW.	Confusing controls, short on agility.
	Buick Envision Premium	67	$45,380	⌃	⌄	67	21	Simple controls, easy access.	Lacks agility, unsettled ride, spongy brake pedal, wind noise, low dash vents.
	Volvo XC60 T5 Momentum	66	$50,040	⌄	⌃	79	23	Seat comfort, fit and finish, braking, standard AEB.	Stiff ride, maddening controls, reliability.
	Cadillac XT5 Luxury	59	$51,025	⌄	–	76	20	Plush interior, seat comfort, quietness.	Reliability, stiff ride, unintuitive controls and gear selector, visibility.
	Lincoln MKC Reserve	56	$46,485	⌄	–	72	19	Quietness, braking, nicely trimmed interior.	Reliability, unsettled ride, agility, fuel economy, short cruising range, gear selector, rear visibility.
	Mercedes-Benz GLC300	54	$49,105	⌄⌄	⌃	81	22	Ride, agility, fit and finish, front-seat comfort, standard AEB.	Reliability, controls, engine noise.
	Land Rover Range Rover Velar S	51	$59,503	⌄⌄	⌃	76	21	Handling, fit and finish, standard automatic emergency braking.	Stiff ride, distracting controls, visibility, fuel economy.
	Alfa Romeo Stelvio Ti	51	$52,040	⌄⌄	⌃	74	24	Handling, style, character.	Controls, visibility, tight rear, limited seat adjustments, overly touchy brake pedal.
	Jaguar F-Pace Prestige	47	$53,895	⌄⌄	⌃	72	20	Agility, acceleration, braking, transmission, rear seat.	Reliability, ride, noise, rear visibility, infotainment system, wimpy A/C.
	Land Rover Discovery Sport HSE	39	$49,895	⌄⌄	–	58	21	Access, rear seat, some off-road ability.	Transmission, uneven power delivery, ride, handling, controls, rear visibility.
	SUVs: LUXURY MIDSIZED								
✓	**Audi Q7** Premium Plus	90	$68,695	⌃	⌃⌃	96	20	Powertrain, quietness, handling, braking, high-tech features, luxury interior, towing capacity, standard AEB.	Controls and gear selector.
✓	**Lexus RX** 450h	82	$57,565	⌃	⌃	80	29	Quietness, ride, fuel economy, fit and finish, standard AEB.	Agility, wet stopping distances, frustrating mouselike controller, rear visibility.
✓	**Lexus RX** 350L	81	$56,518	⌃	⌃	80	20	Ride, quietness, powertrain, fit and finish, standard AEB.	Distracting controls, agility, tiny third-row seat, rear visibility.
✓	**Lexus RX** 350	79	$51,630	⌃	⌃	77	22	Ride, quietness, powertrain, ride, fit and finish, standard AEB.	Agility, wet stopping distances, distracting controls, rear visibility.
✓	**BMW X5** xDrive35i	76	$70,050	⌃	⌃	84	21	Drivetrain, quietness, seat comfort, fit and finish, visibility.	Controls, gear selector.
	Mercedes-Benz GLE350	67	$56,960	–	⌃	75	18	Quietness, transmission, front-seat comfort, fit and finish, towing capacity, standard AEB.	Fuel economy, controls.
	Acura MDX Tech	66	$51,410	⌄	–	79	21	Fit and finish, easy third-row access, rear seat, headlights, standard AEB.	Reliability, controls, transmission, agility, suspension noise, rear visibility.
	Lexus GX 460	65	$58,428	–	⌃	70	17	Powertrain, quietness, ride, fit and finish, front-seat comfort, off-road ability, towing.	Fuel economy, agility, tight third-row seat, side-hinged tailgate.
	Infiniti QX60 (3.5L)	64	$51,920	⌄	⌄	79	19	Plush interior, roomy cabin, quietness, fit and finish, access, front-seat comfort, controls, surround-view camera.	Reliability, agility, rear visibility, fuel economy.
	Lincoln MKX (2.7 EcoBoost)	61	$54,945	⌄⌄	⌃	87	18	Ride, handling, quietness, acceleration, fit and finish.	Reliability, fuel economy, gear selector, small fonts in instrument cluster.
	Volvo XC90 T6 Momentum	58	$56,805	⌄⌄	⌃	84	20	Quietness, seat comfort, fit and finish, visibility, braking, high-beam headlights, standard AEB.	Reliability, stiff ride, unintuitive controls.
	GMC Acadia Denali	57	$51,585	⌄⌄	–	83	19	Quietness, ride, rear-seat room, controls, easy-to-use infotainment system.	Reliability, fuel economy, missing some common features.
	Porsche Cayenne (V6)	56	$63,805	⌄⌄	⌃	78	19	Handling, transmission, fit and finish, towing capacity, headlights.	Reliability, controls, slow start-stop feature, low-speed ride, fuel economy.
	Tesla Model X 90D	53	$110,700	⌄⌄	⌃⌃	77	92 [1]	Acceleration, handling, front-seat comfort, fit and finish, energy consumption, running cost, standard forward-collision warning.	Reliability, limited range, long charge times, fussy doors, ride, wind noise, rear visibility, controls.

[1] Miles-per-gallon equivalent (MPGe).

WORSE — BETTER | RECOMMENDED

Recommended	Make & Model	Overall Score	Price As tested	Survey Results: Predicted reliability	Survey Results: Owner satisfaction	Test Results: Road-test score	Test Results: Overall mpg	Highs	Lows
	SUVs: LUXURY MIDSIZED *Continued*								
	Land Rover Range Rover Sport HSE (3.0L)	50	$74,040	worse	neutral	73	18	Handling, acceleration, fit and finish, front visibility, towing and off-road capability, standard AEB.	Stiff ride, controls, gear selector, fuel economy.
	Land Rover Discovery HSE	47	$69,260	worse	neutral	71	17	Acceleration, ride, quietness, front-seat comfort, fit and finish.	Agility, fuel economy, controls, low rear-seat, third-row access.
	SUVs: LUXURY LARGE								
✓	**Toyota Land Cruiser**	75	$84,820	better	best	68	14	Ride, quietness, powertrain, acceleration, fit and finish, front- and second-row seat comfort, off-road capability, towing capacity, standard AEB.	Fuel economy, agility, tight third-row seat.
	Buick Enclave Premium	63	$55,680	worse	better	87	18	Ride, braking, quietness, interior room, powertrain, infotainment system.	Confusing gear selector, fuel economy, cheap manual sunroof shade.
	Lincoln Navigator Select	59	$86,480	neutral	better	65	16	Quietness, powertrain, rear and third-row seat room.	Front-seat comfort, unintuitive gear selector, clumsy handling, fuel economy.
	Infiniti QX80	57	$63,395	worse	neutral	68	15	Powertrain, quietness, rear seat, fit and finish, cargo capacity, towing, off-road, headlights.	Reliability, handling, fuel economy, access.
	Land Rover Range Rover HSE (3.0L)	52	$88,545	worse	better	78	17	Ride, quietness, acceleration, interior room, fit and finish, visibility, seat comfort, off-road and towing capabilities, standard AEB.	Agility, fuel economy, controls.
	Cadillac Escalade Premium	40	$87,360	worse	neutral	61	16	Quietness, fit and finish, front-seat comfort, towing capacity, head-lights.	Reliability, stiff ride, handling, braking, fuel economy, unintuitive Cue infotainment system, tiny third-row seat.
	PICKUP TRUCKS: COMPACT								
✓	**Honda Ridgeline** RTL	70	$36,480	neutral	best	80	20	Ride, quietness, clever in-bed storage and dual-mode tailgate, fuel economy.	Complex optional radio, low towing capacity, rear access, shallow bed.
	Chevrolet Colorado LT (V6)	53	$34,300	worse	neutral	69	18	Maneuverability, towing and pay-load capacities, damped tailgate.	Reliability, ride, uncomfortable seats and driving position.
	GMC Canyon SLE (V6)	53	$35,835	worse	neutral	69	18	Maneuverability, towing and pay-load capacities, damped tailgate.	Reliability, ride, uncomfortable seats and driving position.
	Chevrolet Colorado LT (diesel)	51	$39,295	worse	neutral	67	24	Maneuverability, towing and payload capacities, fuel economy, damped tailgate.	Reliability, ride, uncomfortable seats and driving position.
	GMC Canyon SLE (diesel)	51	$40,895	worse	neutral	67	24	Maneuverability, towing and payload capacities, fuel economy, damped tailgate.	Reliability, ride, uncomfortable seats and driving position.
	Toyota Tacoma SR5 (V6)	42	$34,364	worse	neutral	46	19	Fuel economy, resale value, off-road capability, standard AEB.	Reliability, ride, handling, braking, noise, driving position, seat comfort, too easy to turn off DRL.
	PICKUP TRUCKS: FULL-SIZED								
✓	**Ford F-150** XLT (2.7 V6 EcoBoost)	72	$52,535	neutral	better	81	19	Quiet cabin, acceleration, towing and payload capacities, lots of clever features.	Jittery ride, lackluster handling, braking.
✓	**Toyota Tundra** SR5 (5.7L V8)	71	$38,715	best	better	63	15	Powertrain, towing, low-effort tailgate, reliability, standard AEB.	Ride, visibility, braking, fuel economy, no full-time 4WD, too easy to turn off DRL.
	Nissan Titan SV (V8)	62	$44,370	worse	better	79	16	Acceleration, braking, roomy cab, light tailgate.	Ride, fit and finish.
	Chevrolet Silverado 1500 LT (5.3L V8)	57	$42,070	worse	neutral	80	16	Quietness, relatively good agility and access, payload and towing capacity, low-effort tailgate.	Reliability, ride, long wet-stopping distances, seat comfort.
	GMC Sierra 1500 SLT (5.3L V8)	57	$43,200	worse	neutral	80	16	Quietness, relatively good agility and access, payload and towing capacity, low-effort tailgate.	Reliability, ride, long wet-stopping distances, seat comfort.
	Nissan Titan XD SV (diesel)	46	$51,075	worse	better	55	15	Kinder and gentler than other HD trucks, towing capacity, light gate, simple controls.	Clumsy handling, stiff ride, fuel economy, high step-in, short rear seat, so-so payload capacity.

User's Guide to Vehicle Profiles

On the following pages, you'll find reviews, key ratings, and information for the 252 vehicles featured in this book, covering nearly all 2018 and early 2019 models. Use these profiles, along with the vehicle ratings (starting on page 44) and our data charts (starting on page 184), to narrow your choices.

Ratings Key — WORSE — BETTER — RECOMMENDED

1. Recommended Vehicles
These are the vehicles that meet Consumer Reports' stringent testing, reliability, and safety standards. These vehicles must perform well in our testing, have average or better reliability, and perform adequately if included in safety tests conducted by the Insurance Institute for Highway Safety or the National Highway Traffic Safety Administration.

2. Model-Line Information
Base price is the range of the manufacturer's base suggested retail price (MSRP) without options or destination charge for all versions of the model. An "E" indicates the price is estimated. Models often come in various **body styles** and **trim lines,** which are versions that differ mainly in standard equipment, available options, and price. A dash (—) means that only one trim line was available. Pickup trucks are listed by available cab configurations. **Drive wheels** tells you whether the model is available with front-, rear-, all-wheel drive (AWD), or four-wheel drive (4WD). **Seating** is the max number of passengers who can be accommodated. Some models are available with different seating configurations; this figure is for the version with the most passenger capacity. **Engines** and **transmissions** show the different drivetrain choices.

3. Facts and Figures
Exterior dimensions are the vehicle's basic measurements. **Length** is measured from bumper to bumper. **Width** is measured from the outermost side of one fender to the opposite fender. **Height** is measured from the top of the inside door frame to the ground. **Wheelbase** is the distance from the center of the front wheel to the center of the rear. **Weight** and **% weight front/rear** are measured on our scales. Some data come from manufacturers. **Max load** includes occupants and luggage, and is specified by the manufacturer or calculated from the difference between the manufacturer's specified gross vehicle weight and our tested vehicle weight. **Cargo volume** for minivans, SUVs, and wagons is the maximum usable cargo volume, measured using an expandable pipe-frame box that's adjusted to fit the cargo area with rear seats folded down or removed. Data for models with a trunk come from government figures. No volume is given for pickup trucks. **Towing capacity** is the maximum weight our tested vehicle can pull on a trailer or a typical weight. **Fuel** gives the recommended types for all the models' engines. **CR overall mpg** is the mileage from our tested engines for a mix of city and highway driving, given in a range if there are multiple versions tested. **EPA combined mpg** is the mix of city and highway mileage figures issued by the Environmental Protection Agency for a typical engine. It is used if CR has not tested that model.

4. Overall Score
This accounts for a vehicle's performance in our road tests, results from our reliability and owner-satisfaction surveys, the availability of a frontal-crash prevention system, and, if applicable, results from crash tests by government and insurance-industry test facilities. We deduct points from the Overall Score if a vehicle's transmission shifter lacks fail-safes. A range of scores indicates that we have tested several versions. Untested vehicles will have an NA for overall score.
Predicted reliability is our forecast of how well a model is likely to hold up, derived from CR's Annual Auto Survey, which garnered responses on more than 640,000 vehicles.
Owner satisfaction also comes from CR's Annual Auto Survey, in which we asked owners whether they would definitely buy or lease their particular vehicle again.
Road-test score is the final tally from our more than 50 tests. Some tests—such as those for acceleration, braking, and fuel economy—are objective, instrumented tests. Subjective tests, which are graded by our experts, evaluate seat comfort, ride quality, and ease of use of controls.
Crash prevention identifies whether a vehicle has frontal-crash prevention features, such as forward-collision warning and automatic emergency braking at city and/or highway speeds. NA means no such system is offered, and Opt. means it's available on some versions but not necessarily on the one we tested. Models with standard systems are rated from ⓘ to ⏫ based on how many of these features are standard.

How to Read the Reliability Charts

These charts are based on more than 640,000 vehicles in our Annual Auto Survey. CR members reported on any problems they had with their vehicles during the previous 12 months, considered serious because of cost, failure, safety, or downtime. Our calculations give extra weight to problems in the areas of engine major, engine cooling, transmission major, and drive system because they can be serious and expensive to repair.

To see how a 2018 or early 2019 model on sale is likely to hold up, look at the **New Car Prediction** at the bottom of each chart. For this Rating, we averaged a model's **Used Car Verdict** for the newest three years, provided the vehicle did not change significantly in that time and hasn't been redesigned for 2018 or 2019.

Several model years' data are a better predictor than the single most recent model year. One or two years' data may be used if the model was redesigned in 2017 or 2016, or if there were insufficient data for more years. We include a prediction for a new or redesigned model based on its reliability history or the manufacturer's track record.

To see a model's individual strengths and weaknesses, look at the scores in the **Trouble Spots,** which are based on the percentage of respondents who reported problems in each trouble spot compared with the average model that year.

Models that score a ⏬ are not necessarily unreliable, but have a higher rate of problems than the average model. Similarly, models that score a ⏫ are not necessarily problem-free, but had relatively few problems compared with other models.

Because problem rates in some trouble spots are very low, we do not assign a ⏬ or a 🔽 unless the model's problem rate exceeds 3 percent. If a problem rate is below 2 or 1 percent, it will be assigned a 🔼 or a ⏫, respectively. In the charts, a model year in **bold** identifies the year of a major redesign or the first year of introduction. Years with insufficient data are noted with a column of asterisks (*).

What the Trouble Spots Include

- **Engine, major** Engine rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt.
- **Engine, minor** Oil leaks, accessory belts and pulleys, engine mounts, engine knock or ping.
- **Engine, cooling** Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating.
- **Transmission, major** Transmission rebuild or replacement, torque converter, premature clutch replacement.
- **Transmission, minor** Gear selector or linkage, coolers and lines, rough shifting, slipping transmission, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment, hydraulics (clutch master or slave cylinder).
- **Drive system** Driveshaft or axle, CV joint, differential, transfer case, 4WD/AWD components, driveline vibration, traction control, electronic stability control (ESC), electrical failure.
- **Fuel system** Check engine light, sensors (includes O2 or oxygen sensor), emission control devices (includes EGR), engine computer, fuel cap, fuel gauge/sender, fuel injection system, fuel pump, fuel leaks, stalling or hesitation.
- **Electrical** Alternator, starter, hybrid/electric battery replacement, hybrid/electric battery and related systems, regular battery, battery cables, engine harness, coil, ignition switch, electronic ignition, distributor or rotor failure, spark plugs and wires failure.
- **Climate system** Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate control, refrigerant leakage, electrical failure.
- **Suspension** Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion), power steering (pumps and hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.
- **Brakes** Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure.
- **Exhaust** Muffler, pipes, catalytic converter, exhaust manifold, leaks.
- **Paint/trim** Paint (fading, chalking, cracking, peeling), loose trim or moldings, rust.
- **Noises/leaks** Squeaks or rattles, seals or weather stripping, air or water leaks, wind noise.
- **Body hardware** Windows, locks and latches, tailgate, hatch or trunk, doors or sliding doors, mirrors, seat controls, safety belts, sunroof, convertible top, glass defect.
- **Power equipment and accessories** Cruise control, clock, warning lights, body control module, keyless entry, wiper motor or washer, tire pressure monitor, interior or exterior light, horn, gauges, 12V power plug, remote engine start, alarm or security system.
- **In-car electronics** Audio systems, backup camera/sensors, entertainment systems, navigation system, communication system.

Behind the Reliability Ratings

The chart here shows the average rates of problems in each trouble spot by model year for all vehicles in CR's Annual Auto Survey. This is the basis for the Reliability History charts.

For example, in 2015, 3 percent of vehicles had In-Car Electronics problems on average. The 2015 Honda Fit (facing page), scores a 🔼 (Better Than Average), because 2.4 percent of them had a problem in this area.

In 2015, the average rate of problems in the Paint/Trim trouble spot was 1 percent. Since 3 percent of 2015 Fits were reported to have a problem in this category, it has a score of 🔽 (Worse Than Average).

Because high-mileage cars tend to encounter more problems than low-mileage cars, problem rates are standardized to minimize differences due to mileage. The 2017 models were generally less than 6 months old at the time of the survey, with an average of about 3,000 miles. Redesigned or newly introduced model years are in **bold**.

Average Percent of Cars With a Reported Issue

Trouble Spots	15	16	17
Engine Major	<1	<1	<1
Engine Minor	<1	<1	<1
Engine Cooling	<1	<1	<1
Transmission Major	<1	<1	<1
Transmission Minor	<1	<1	<1
Drive System	1	1	<1
Fuel System	1	1	<1
Electrical	<1	<1	<1
Climate System	1	1	<1
Suspension	1	1	<1
Brakes	1	1	<1
Exhaust	<1	<1	<1
Paint/Trim	1	1	<1
Noises/Leaks	2	1	1
Body Hardware	1	1	<1
Power Equipment	2	1	1
In-Car Electronics	3	3	2

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WORSE — BETTER | RECOMMENDED

Acura ILX

Acura's entry-level compact sedan doesn't have the luxury and refinement to compete with its peers. The sole powertrain is a 2.4-liter, four-cylinder engine and an eight-speed automated manual transmission. The stiff, jumpy ride, and mundane--though secure--handling aren't befitting of a luxury compact sedan. Road noise is incessant, and the transmission makes the car hesitate when starting up from a stop. Once underway, the gearbox feels reluctant to downshift, which makes the car hesitate when you need power. The lack of lumbar support for the driver's seat is another drawback, and the infotainment system is convoluted. Available safety features include automatic emergency braking, blind-spot monitoring, and lane-keep assist.

Base Price: $28,100-$35,100
Body Styles: sedan
Trim Lines: A-Spec, Premium, SE, Standard, Tech Plus
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (201 hp)
Transmissions: 8-speed sequential

Overall Score	44
Predicted Reliability	
Owner Satisfaction	
Road Test Score	61
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*		*
Engine Minor	*		*
Engine Cooling	*		*
Transmission Major	*		*
Transmission Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 71
Height (in.) 56
Wheelbase (in.) 105
Weight (lb.) 3,095
% weight front/rear 64/36
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 12.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 28

Acura MDX

This functional, family-friendly luxury SUV is comfortable, quick, and quiet, with space for seven. The second row folds and slides forward with the touch of a button for easy access to the small third row. The 3.5-liter V6 engine is silky smooth and delivers ample acceleration. We measured a very commendable 21 mpg overall, but the nine-speed automatic transmission is not always smooth or responsive and its push-button shifter is unintuitive to use. We also found it frustrating to use the dual-screen control interface. The MDX has a comfortable ride, and the cabin is quiet. Handling is mundane, but it's ultimately secure. The 2017 freshening brought a hybrid version, as well as standard AcuraWatch, which includes safety features such as automatic emergency braking and lane-departure warning.

Base Price: $44,200-$58,650
Body Styles: 4-door SUV
Trim Lines: Advance, Base, Hybrid, Tech
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 hybrid (321 hp); 3.5-liter V6 (290 hp)
Transmissions: 9-speed automatic; 7-speed sequential

Overall Score	66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 77
Height (in.) 67
Wheelbase (in.) 111
Weight (lb.) 4,200
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 1,175
Cargo Volume, cu.ft. 34.0
Towing Capacity (lb.) 5,000
Fuel
Premium
CR overall mpg 21

Acura RDX

The redesigned, third generation 2019 RDX dropped the old model's V6 in favor of a 2.0-liter turbocharged four-cylinder that is paired with a 10-speed automatic transmission. it's an energetic powertrain. The ride is taut and handling is nimble, making the RDX more competitive with the Audi Q5 and BMW X3. Controls, involving a new touch pad and a center screen, take a steep learning curve, and prove confusing and distracting. The RDX is also saddled with a push-button gear selector, which we have found cumbersome in other Honda/Acura models. Front-wheel drive is standard, with all-wheel drive available. All 2019 RDX's comes standard with the AcuraWatch safety system, which includes forward-collision warning and automatic emergency braking; blind-spot warning is optional.

Base Price: $35,800-$44,000
Body Styles: 4-door SUV
Trim Lines: Advance, A-Spec, Base, Tech
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (272 hp)
Transmissions: 10-speed automatic

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 187
Width (in.) 74
Height (in.) 66
Wheelbase (in.) 108
Weight (lb.) 4,005
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 940
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 1,500
Fuel
Premium
EPA combined mpg 23

Acura RLX

Acura's large sedan has been freshened for 2018, gaining a new 10-speed automatic and styling updates. Still, it falls well short of its competitors and misses some of the key attributes that make up a luxury sedan. The ride is unsettled, undermining the car's main mission. Lack of handling agility makes the car feel ungainly. A high point is the smooth, responsive 310-hp V6 engine. Our tested front-wheel-drive model averaged 23 mpg overall with the old six-speed automatic transmission. The pricey all-wheel-drive hybrid gets an EPA-rated 28 mpg combined. The spacious cabin is well-made, but it isn't particularly luxurious and the complicated controls serve as an ergonomics lesson in what not to do. Safety features such as a surround-view camera and cross-traffic alert are optional, and the AcuraWatch safety suite is standard.

Base Price: $54,900-$61,900
Body Styles: sedan
Trim Lines: Advance, Hybrid Advance, Hybrid Tech, Tech
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (310 hp); 3.5-liter V6 hybrid (377 hp)
Transmissions: 10-speed automatic; 7-speed sequential

Overall Score	64
Predicted Reliability	
Owner Satisfaction	
Road Test Score	75
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 198
Width (in.) 74
Height (in.) 58
Wheelbase (in.) 112
Weight (lb.) 3,930
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 15.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 23

WORSE — BETTER | RECOMMENDED

Acura TLX

The TLX has potential but lacks panache, ultimately falling short of the best luxury compact sedans. It's available with either a four- or a six-cylinder engine, but AWD is available only with the V6. The 2.4-liter uses an eight-speed automated manual transmission that delivers quick, direct shifts and contributes to the very good 27 mpg overall. The V6 is a gem, with plenty of power, but it's paired with a nine-speed automatic that isn't very smooth. We found the ride quite comfortable and handling to be responsive although not sporty. The cabin is quiet, but the infotainment system is awkward to use and distracting. For 2018 the TLX got an update, which includes an exterior freshening, making the AcuraWatch suite of safety equipment standard, adding luxury features to the interior, and making tweaks to the suspension and steering.

Base Price: $33,000-$45,750
Body Styles: sedan
Trim Lines: Advance, A-Spec, Standard, Tech
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (206 hp); 3.5-liter V6 (290 hp)
Transmissions: 9-speed automatic; 8-speed sequential

Overall Score	59-61
Predicted Reliability	↓
Owner Satisfaction	↓
Road Test Score	75-79
Crash Prevention	Std./↑↑

Reliability History — Trouble Spots	15	16	17
Engine Major	↑↑	↑↑	↑
Engine Minor	↑↑	↑↑	↑↑
Engine Cooling	↑↑	↑↑	↑↑
Transmission Major	↑	↑↑	↑↑
Transmission Minor	↓↓	I	↑
Drive System	↑	↑↑	↑↑
Fuel System	↑↑	↑↑	↑↑
Electrical	↑↑	↑↑	↑↑
Climate System	↑↑	↑↑	↑↑
Suspension	↑	↑↑	↑
Brakes	↑↑	↑↑	↑↑
Exhaust	↑↑	↑↑	↑↑
Paint/Trim	↑↑	↑↑	↑↑
Noises/Leaks	↑↑	↑↑	↑
Body Hardware	↑↑	↑↑	↑↑
Power Equipment	↑	↑↑	↑↑
In-Car Electronics	↓	↓↓	I
USED CAR VERDICTS	↓↓	I	↓
NEW CAR PREDICTION	Worse than average		↓

Facts & Figures

Exterior Dimensions
Length (in.) 190
Width (in.) 74
Height (in.) 57
Wheelbase (in.) 109
Weight (lb.) 3,480
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 13.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 25-27

Alfa Romeo 4C

Alfa's 4C is a superlight two-seat, midengine sports car for people who live more for the track than for their commute. Though short on creature comforts, the Alfa's high points are its style and agility. The 4C is powered by a 1.7-liter, turbo four-cylinder engine that cranks out 237 hp and uses a dual-clutch, six-speed automated manual transmission that can also be shifted manually via paddles behind the steering wheel. With its featherlike 2,500-pound weight, low center of gravity, and race carlike weight distribution, the 4C is a pure sports car that's fun to drive, with superlative handling and a thrilling exhaust note. However, the non-power assist steering requires a high effort at low speeds, visibility is challenging, and the 4C is hard to get in and out of. A Spider version is available with a removable fabric roof panel.

Base Price: $55,900-$65,900
Body Styles: convertible; coupe
Trim Lines: Base
Drive Wheels: Rear
Seating: 2 front
Engines: 1.7-liter 4 turbo (237 hp)
Transmissions: 6-speed sequential

Overall Score	NA
Predicted Reliability	↓↓
Owner Satisfaction	I
Road Test Score	NA
Crash Prevention	NA

Reliability History — Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		↓↓

Facts & Figures

Exterior Dimensions
Length (in.) 157
Width (in.) 74
Height (in.) 47
Wheelbase (in.) 94
Weight (lb.) 2,465
% weight front/rear 41/59
Cargo Measurement
Max. Load (lb.) 340
Cargo Volume, cu.ft. 4.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 28

Alfa Romeo Giulia

Alfa's compact luxury-sport sedan corners and steers like a sports car, which makes it fun to drive. Still, it's filled with everyday annoyances. The 280-hp, 2.0-liter turbo four-cylinder engine is mated to an eight-speed automatic transmission and provides punchy acceleration even in the all-wheel-drive version. The firm ride absorbs most bumps, but it's less plush than many competitors. Fuel economy at 27 mpg overall is among the best in the class. The attractive interior has matte wood and nicely textured surfaces, but some switchgear is cheap. The convoluted infotainment system is distracting to use. Seat comfort is compromised by a short cushion and limited range of adjustments, and the cabin isn't as quiet as that of its peers. The high-performance Quadrifoglio version is even sportier, but at the expense of comfort.

Base Price: $38,195-$73,700
Body Styles: sedan
Trim Lines: Base, Lusso, Quadrifoglio, Sport, Ti
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (280 hp); 2.9-liter V6 turbo (505 hp)
Transmissions: 8-speed automatic

Overall Score	48
Predicted Reliability	⏬
Owner Satisfaction	⏫
Road Test Score	70
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		⏬

Facts & Figures

Exterior Dimensions
Length (in.) 183
Width (in.) 74
Height (in.) 57
Wheelbase (in.) 111
Weight (lb.) 3,695
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 905
Cargo Volume, cu.ft. 12.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 27

Alfa Romeo Stelvio

The Stelvio is based on Alfa's Giulia sedan and, like it, delivers fantastic handling and is fun to drive. That, however, doesn't mean it's fun to live with on a daily basis. Positioned to compete with high-end and sporty SUVs such as the Audi Q5, BMW X3, and Porsche Macan, the Stelvio falls a bit short on the refinement and luxury quotients. The standard engine is a punchy 280-hp, 2.0-liter turbo four-cylinder that gets 24 mpg overall on premium. The ride is a bit jittery, but the suspension absorbs bumps rather well. Among constant annoyances are a driving position with a limited range of seat adjustments and controls that are not user-friendly enough. Like the Giulia, the parking sensors are too sensitive, going off constantly in an urban environment. Rear and side visibility are wanting, and the cargo hold is modest.

Base Price: $41,995-$81,590
Body Styles: 4-door SUV
Trim Lines: Base, Quadrifoglio, Sport, Ti, Ti Sport
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (280 hp); 2.9-liter V6 turbo (505 hp)
Transmissions: 8-speed automatic

Overall Score	51
Predicted Reliability	⏬
Owner Satisfaction	⏫
Road Test Score	74
Crash Prevention	Opt.

Reliability History	
Trouble Spots	
Engine Major	
Engine Minor	
Engine Cooling	
Transmission Major	
Transmission Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises/Leaks	
Body Hardware	
Power Equipment	
In-Car Electronics	
USED CAR VERDICTS	
NEW CAR PREDICTION	Much worse than average ⏬

Facts & Figures

Exterior Dimensions
Length (in.) 185
Width (in.) 75
Height (in.) 65
Wheelbase (in.) 111
Weight (lb.) 4,020
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 990
Cargo Volume, cu.ft. 26.5
Towing Capacity (lb.) 3,000
Fuel
Premium
CR overall mpg 24

WORSE — BETTER | RECOMMENDED

Audi A3

Audi's A3 is a compelling entry-level luxury car, but it lacks some expected features for its price, and the interior, although well-made, feels austere. It's solid and quiet, and has a drum-tight body structure. Crisp handling and a firm, controlled ride make the A3 enjoyable to drive. We tested it with the now-discontinued 1.8-liter engine, which delivered a respectable 27 mpg in our tests. The cabin is quiet, and the front seats are comfortable and supportive. The rear seat, however, is tight. It takes a bit of time to get used to the MMI infotainment system, but it ultimately proves to be logical. It's easy to hit $40,000 with just a few options. A sporty S3 with a 292-hp, 2.0-liter turbo; a convertible; and a hatchback plug-in hybrid are available.

Base Price: $31,950-$54,900
Body Styles: 4-door hatchback; convertible; sedan
Trim Lines: Premium, Premium Plus, Prestige, RS 3, S3
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 hybrid (204 hp); 2.0-liter 4 turbo (186 hp, 292 hp); 2.5-liter 5 turbo (400 hp)
Transmissions: 6-speed sequential; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	175
Width (in.)	70
Height (in.)	56
Wheelbase (in.)	104
Weight (lb.)	3,135
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	1,100
Cargo Volume, cu.ft.	13.0
Towing Capacity (lb.)	NR

Fuel
Premium
CR overall mpg 27

Overall Score	72
Predicted Reliability	–
Owner Satisfaction	–
Road Test Score	77
Crash Prevention	Std./↑

Reliability History

Trouble Spots	15	16	17
Engine Major	↑↑	↑	*
Engine Minor	↑	↑	*
Engine Cooling	↑↑	↑↑	*
Transmission Major	↑↑	↑↑	*
Transmission Minor	↑↑	–	*
Drive System	↑↑	↑↑	*
Fuel System	↑↑	↑↑	*
Electrical	↑↑	↑↑	*
Climate System	–	↑	*
Suspension	↑↑	↑↑	*
Brakes	↑↑	↑↑	*
Exhaust	↑↑	↑↑	*
Paint/Trim	↑↑	↑	*
Noises/Leaks	↑↑	↑↑	*
Body Hardware	↑↑	↑↑	*
Power Equipment	↑	↑	*
In-Car Electronics	↑	↑	*
USED CAR VERDICTS	↑	↓	
NEW CAR PREDICTION	Average		–

Audi A4

The A4 is our highest-ranking luxury compact sports sedan, thanks in part to its driving experience. Power comes from a smooth and punchy 2.0-liter, turbocharged four-cylinder engine, mated to a slick seven-speed dual-clutch automatic transmission. We got a commendable 27 mpg overall. Handling is nimble and precise, the ride is supple, and the A4 feels tight-as-a-drum solid, with a very quiet cabin. The fully digital instrument panel shows pertinent information in front of the driver in a clear, comprehensive way, and the center screen is compatible with Android Auto and Apple CarPlay. Interior fit and finish is excellent, and the front seats are comfortable, although the rear seat is tight. The A4 has standard forward-collision warning and low-speed automatic emergency braking. The wagon version is called Allroad.

Base Price: $36,000-$55,800
Body Styles: sedan; wagon
Trim Lines: allroad, Premium, Premium Plus, Prestige, S4
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (190 hp); 2.0-liter 4 turbo (252 hp); 3.0-liter V6 turbo (354 hp)
Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	186
Width (in.)	73
Height (in.)	56
Wheelbase (in.)	111
Weight (lb.)	3,630
% weight front/rear	56/44

Cargo Measurement

Max. Load (lb.)	1,060
Cargo Volume, cu.ft.	13.0
Towing Capacity (lb.)	NR

Fuel
Premium
CR overall mpg 27

Overall Score	85
Predicted Reliability	↑↑
Owner Satisfaction	↑
Road Test Score	88
Crash Prevention	Std./↑

Reliability History

Trouble Spots	15	16	17
Engine Major	↑	↑↑	↑↑
Engine Minor	↑↑	↑↑	↑↑
Engine Cooling	↑↑	↑↑	↑↑
Transmission Major	↑↑	↑↑	↑↑
Transmission Minor	↑↑	↑↑	↑↑
Drive System	↑↑	↑	↑↑
Fuel System	↑	↑↑	↑↑
Electrical	↑↑	↑↑	↑↑
Climate System	↑↑	↑↑	↑↑
Suspension	↑↑	↑↑	↑↑
Brakes	↑↑	↑↑	↑↑
Exhaust	↑↑	↑↑	↑↑
Paint/Trim	↑	↑↑	↑↑
Noises/Leaks	↑	↑↑	↑
Body Hardware	↑	↑↑	↑↑
Power Equipment	↑↑	↑	↑↑
In-Car Electronics	–	↓	–
USED CAR VERDICTS	–	↑	↑↑
NEW CAR PREDICTION	Much better than average		↑↑

Audi A5

The new 2018 A5 is based on the A4. In addition to the coupe and convertible versions, the A5 is available as a four-door hatchback called the Sportback. The A5 gets a 252-hp, 2.0-liter turbo four-cylinder engine matched to a seven-speed dual-clutch automatic transmission. More powerful S5 versions are powered by a 354-hp, 3.0-liter turbo V6 mated to an eight-speed automatic. All-wheel drive is standard. Standard safety equipment includes forward-collision warning with automatic braking. We found that the A4 drives well, with nimble handling and a firm yet supple ride, and we expect the A5 to behave similarly. The convertible's soft top can be operated up to 30 mph. Based on our experience with the A4, the controls require a learning curve but prove logical with familiarity. The gear selector, however, is not intuitive to use.

Base Price: $42,600-$66,700
Body Styles: 4-door hatchback; convertible; coupe
Trim Lines: Premium, Premium Plus, Prestige, S5
Drive Wheels: AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (252 hp); 3.0-liter V6 turbo (354 hp)
Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	184
Width (in.)	73
Height (in.)	54
Wheelbase (in.)	109
Weight (lb.)	3,550
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	12.0
Towing Capacity (lb.)	NR

Fuel

Premium

EPA combined mpg	27

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			

NEW CAR PREDICTION Better than average

Audi A6

The 2019 Audi A6 gets a complete redesign. Despite a conservatively styled exterior, the new A6 will get a ton of new technology--including customizable touch-screen interfaces and a mild hybrid drivetrain that should help save fuel. Powering the A6 is a 335-hp, twin-turbocharged V6 engine coupled to a seven-speed dual-clutch automatic transmission and standard all-wheel drive. A 2.0-liter four-cylinder turbo will be added a few months later. The mild-hybrid powertrain includes a 48-volt electrical system to improve the smoothness of the stop/start fuel-saving system. The new A6 will have Audi's next generation infotainment system, which features two different screens. The upper one handles entertainment and mapping functions, and the lower one contains the climate controls.

Base Price: $50,000-$70,000E
Body Styles: sedan
Trim Lines: Premium, Premium Plus, Prestige
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (335 hp)
Transmissions: 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	195
Width (in.)	74
Height (in.)	57
Wheelbase (in.)	115
Weight (lb.)	4,000
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	NR

Fuel

Premium

EPA combined mpg	NA

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			

NEW CAR PREDICTION Average

WORSE — BETTER | RECOMMENDED

Audi A7

The redesigned 2019 Audi A7 places even stronger emphasis on luxury features and high-tech driving systems than its predecessor. It is a more stylish take on the A6, and the hatchback bodystyle gives the A7 a bit of practicality. Powering the base A7 is a 335-hp, twin-turbocharged V6 engine coupled to a seven-speed dual-clutch automatic transmission and standard all-wheel drive. This mild-hybrid powertrain includes a 48-volt electrical system to improve the smoothness of the stop/start fuel-saving system. A smaller 2.0-liter four-cylinder turbo engine along with higher output turbo V6 and V8 engines will be added later. New systems such as remote parking pilot and adaptive driving assist are added as well.

Base Price: $75,000-$90,000E
Body Styles: 4-door hatchback
Trim Lines: Premium, Premium Plus, Prestige
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (335 hp)
Transmissions: 7-speed sequential

Overall Score	NA
Predicted Reliability	I
Owner Satisfaction	^
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	^^	*
Engine Minor	*	^^	*
Engine Cooling	*	^^	*
Transmission Major	*	^^	*
Transmission Minor	*	^^	*
Drive System	*	I	*
Fuel System	*	^	*
Electrical	*	^^	*
Climate System	*	^^	*
Suspension	*	^^	*
Brakes	*	^	*
Exhaust	*	^^	*
Paint/Trim	*	^^	*
Noises/Leaks	*	^	*
Body Hardware	*	^^	*
Power Equipment	*	I	*
In-Car Electronics	*	I	*
USED CAR VERDICTS		I	
NEW CAR PREDICTION Average			I

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 75
Height (in.) 56
Wheelbase (in.) 115
Weight (lb.) 4,235
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. 19.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg . . . . . NA

Audi A8

Audi's top-level sedan is redesigned for 2019. It features a powerful turbocharged V6 engine, standard all-wheel drive, and even optional heated foot massage for rear occupants. The infotainment system consists of two large touch screens, with the lower of the two controlling heating and ventilation commands, along with text functions. Pressing a command elicits a soft pulse on your fingertip to mimic the tactile feel of an actual button. The A8 is a no holds barred flagship that competes with the BMW 7-Series, Mercedes-Benz S-Class and Lexus LS 500.

Base Price: $82,500-$115,000E
Body Styles: sedan
Trim Lines: 3.0T
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (335 hp)
Transmissions: 8-speed automatic

Overall Score	NA
Predicted Reliability	I
Owner Satisfaction	^
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	^^	*	*
Engine Minor	^^	*	*
Engine Cooling	^^	*	*
Transmission Major	^^	*	*
Transmission Minor	^^	*	*
Drive System	^^	*	*
Fuel System	^^	*	*
Electrical	^^	*	*
Climate System	^^	*	*
Suspension	vv	*	*
Brakes	vv	*	*
Exhaust	^^	*	*
Paint/Trim	^^	*	*
Noises/Leaks	^^	*	*
Body Hardware	^^	*	*
Power Equipment	^^	*	*
In-Car Electronics	v	*	*
USED CAR VERDICTS	I		
NEW CAR PREDICTION Average			I

Facts & Figures

Exterior Dimensions
Length (in.) 209
Width (in.) 77
Height (in.) 59
Wheelbase (in.) 123
Weight (lb.) 4,420
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg . . . . . NA

Audi Q3

A tidy, compact crossover, the Q3 competes with the BMW X1 and Mercedes-Benz GLA. Overall, it manages to deliver a premium driving experience similar to the Q5 but in a 10-inch-shorter package. The energetic 200-hp, 2.0-liter turbo four-cylinder engine is mated to a conventional six-speed automatic transmission and returned 22 mpg overall in our tests. This is a quiet SUV with a firm, comfortable ride and responsive handling. The cabin is a bit simplistic-looking, but it gives a sense of quality. Demerits include the tight quarters and cramped driving position. The controls are complicated at first, but they prove logical with some familiarity. Front- and all-wheel drive are available.

Base Price: $32,900-$36,000
Body Styles: 4-door SUV
Trim Lines: Premium, Premium Plus
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (200 hp)
Transmissions: 6-speed automatic

Overall Score	80
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 173
Width (in.) 72
Height (in.) 63
Wheelbase (in.) 103
Weight (lb.) 3,680
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 1,060
Cargo Volume, cu.ft. 24.5
Towing Capacity (lb.) 2,200
Fuel
Premium
CR overall mpg 22

Audi Q5

The Q5 is one of the best choices among compact luxury SUVs. It has nimble and secure handling. The ride is compliant and controlled, and the cabin is quiet. The smooth 252-hp, 2.0-liter turbo four-cylinder engine is coupled to a seven-speed dual-clutch automatic transmission. Power is ample, yet this combination also returned a good 24 mpg overall in our tests. The available Audi Virtual Cockpit lets you switch between a traditional gauge cluster and an expanded display that focuses on audio, phone, or navigation information. Fit and finish is impressive, and the seats are comfortable and supportive. Forward-collision warning and low-speed automatic emergency braking are standard. Other available advanced safety features include blind-spot warning, rear cross-traffic warning, and lane-keeping assist.

Base Price: $41,500-$58,500
Body Styles: 4-door SUV
Trim Lines: Premium, Premium Plus, Prestige, SQ5
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (252 hp); 3.0-liter V6 turbo (354 hp)
Transmissions: 8-speed automatic; 7-speed sequential

Overall Score	78
Predicted Reliability	
Owner Satisfaction	
Road Test Score	83
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 184
Width (in.) 75
Height (in.) 65
Wheelbase (in.) 111
Weight (lb.) 4,140
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 1,060
Cargo Volume, cu.ft. 27.0
Towing Capacity (lb.) 4,400
Fuel
Premium
CR overall mpg 24

A

WORSE — BETTER | RECOMMENDED

Audi Q7

Audi's luxury three-row SUV is an impressive vehicle, and among the best we've ever tested. It employs a supercharged 3.0-liter V6 that is mated to a very smooth eight-speed automatic. This results in effortless acceleration and fuel economy of 20 mpg overall in our tests. The Q7 is very quiet, instilling a sense of tranquility. The ride has an underlying firmness unless you splurge on the Prestige trim and the optional air suspension, which makes it as plush as a luxury car. Handling is responsive and confidence-inspiring. The beautifully finished interior exudes luxury, with excellent seats and a vivid, high-tech digital instrument cluster. The controls prove logical with familiarity. Available advanced safety systems include automatic emergency braking and lane-keep assist.

Base Price: $49,900-$65,400
Body Styles: 4-door SUV
Trim Lines: Premium, Premium Plus, Prestige
Drive Wheels: AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (252 hp); 3.0-liter V6 supercharged (333 hp)
Transmissions: 8-speed automatic

Overall Score	90
Predicted Reliability	
Owner Satisfaction	
Road Test Score	96
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major		*	
Engine Minor		*	
Engine Cooling		*	
Transmission Major		*	
Transmission Minor		*	
Drive System		*	
Fuel System		*	
Electrical		*	
Climate System		*	
Suspension		*	
Brakes		*	
Exhaust		*	
Paint/Trim		*	
Noises/Leaks		*	
Body Hardware		*	
Power Equipment		*	
In-Car Electronics		*	
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 200
Width (in.) 78
Height (in.) 69
Wheelbase (in.) 118
Weight (lb.) 5,080
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,365
Cargo Volume, cu.ft. 35.5
Towing Capacity (lb.) 7,700
Fuel
Premium
CR overall mpg 20

Audi TT

The TT coupe and convertible use a 220-hp, 2.0-liter four-cylinder engine, while the TTS features a 292-hp version. The six-speed automated manual transmission swaps gears quickly, but some vibration is noticeable at very low speeds. The car feels nimble and entertaining, diving into corners with enthusiasm and a dash of steering feedback. The ride is quite firm but not punishing, and noise is kept at bay. Inside the snug interior is Audi's digital instrument panel, which incorporates all gauges and displays, and eliminates the center-dash screen. HVAC and seat-heat controls are incorporated into the different dash vents. Overall, the TT is more about style and technology than visceral sporty performance. For 2018, a new 400-hp, 2.5-liter five-cylinder turbo RS performance version joins the TT line.

Base Price: $43,950-$64,900
Body Styles: convertible; coupe
Trim Lines: 2.0T, RS, TTS
Drive Wheels: AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (220 hp); 2.0-liter 4 turbo (292 hp); 2.5-liter 5 turbo (400 hp)
Transmissions: 6-speed sequential; 7-speed sequential

Overall Score	79
Predicted Reliability	
Owner Satisfaction	
Road Test Score	84
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 165
Width (in.) 72
Height (in.) 53
Wheelbase (in.) 99
Weight (lb.) 3,140
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 770
Cargo Volume, cu.ft. 12.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 26

BMW 2 Series

This small coupe is exhilarating to drive, with razor-sharp handling and a sporty feel that is missing in other recent BMWs. The 230i is the base version and comes with a 248-hp, 2.0-liter four-cylinder engine; the uplevel M240i has a terrific 320-hp, 3.0-liter turbo six-cylinder that responds instantly to every prod of the throttle. A 365-hp M2 version with even sportier handling is available. The six-speed manual and eight-speed automatic transmissions are slick and super-responsive. The excellent front seats are very supportive, but the rears are very cramped. Interior appointments are first-rate, and the iDrive control system is logical once mastered. All-wheel drive and a convertible are available.

Base Price: $34,950-$57,400
Body Styles: convertible; coupe
Trim Lines: 230i, M2, M240i
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (335 hp); 3.0-liter 6 turbo (365 hp)
Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	175
Width (in.)	70
Height (in.)	56
Wheelbase (in.)	106
Weight (lb.)	3,450
% weight front/rear	53/47

Cargo Measurement

Max. Load (lb.)	805
Cargo Volume, cu.ft.	14.0
Towing Capacity (lb.)	NR

Fuel
Premium
CR overall mpg 25

Overall Score	92
Predicted Reliability	
Owner Satisfaction	
Road Test Score	98
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

BMW 3 Series

The 3 Series is among our most highly rated luxury compact sports sedans. We got a frugal 26 mpg overall from the 2.0-liter, turbo four-cylinder engine in the all-wheel-drive 330i that we tested. The engine and eight-speed automatic combine to make a slick powertrain. Handling is sharp, and the 3 Series is engaging to drive. The firm ride can get choppy on rough surfaces, but it effectively absorbs most impacts. The seats are supportive, and the cabin is impeccably furnished. The 328d diesel gets a standout 35 mpg overall, and its 49 mpg on the highway gives it an impressive range, but there is some engine noise to contend with. You can also opt for a wagon or a less powerful but more affordable 320i. The M3 can give ultra-high-performance cars a run for their money. The plug-in hybrid version can cover 14 miles on electric power.

Base Price: $34,900-$66,500
Body Styles: 4-door hatchback; sedan; wagon
Trim Lines: 320i, 328d, 330e, 330i, 340i, M3
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0L 4 turbo (180 hp, 248 hp); 2.0L 4 turbodiesel (180 hp); 2.0L 4 hybrid (248 hp); 3.0L 6 turbo (320 hp, 425 hp)
Transmissions: 8-spd auto; 6-spd man; 7-spd seq.

Facts & Figures

Exterior Dimensions

Length (in.)	183
Width (in.)	71
Height (in.)	56
Wheelbase (in.)	111
Weight (lb.)	3,690
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	905
Cargo Volume, cu.ft.	17.0
Towing Capacity (lb.)	NR

Fuel
Premium or diesel
CR overall mpg 26-35

Overall Score	78-79
Predicted Reliability	
Owner Satisfaction	
Road Test Score	86
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

B

WORSE — BETTER | RECOMMENDED

BMW 4 Series

The 4 Series coupe, convertible, and four-door Gran Coupe hatchback versions are based on the 3 Series. They each pack in healthy doses of style, luxury, and exclusivity. Lower and wider than the 3 Series, the plush and comfortable 4 Series is more of a grand touring car rather than a pure sports car. Yet it is quite capable. Handling is lithe, the ride is steady, and the interior is luxuriant. The turbocharged, 2.0-liter four-cylinder engine is sparing with fuel; the 3.0-liter, six-cylinder turbo is supersmooth and delivers effortless punch, which makes the 440i a treat to drive. All-wheel drive is optional. The convertible version uses a retractable hardtop that can be operated at slow speeds. The ultra-high-performance M4 is a track-ready version.

Base Price: $44,800-$77,200
Body Styles: 4-door hatchback; convertible; coupe
Trim Lines: 430i, 440i, M4
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (320 hp); 3.0-liter 6 turbo (425 hp)
Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	183
Width (in.)	72
Height (in.)	54
Wheelbase (in.)	111
Weight (lb.)	3,470
% weight front/rear	50/50

Cargo Measurement

Max. Load (lb.)	790
Cargo Volume, cu.ft.	16.0
Towing Capacity (lb.)	NR

Fuel
Premium
EPA combined mpg: 27

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION			Average

BMW 5 Series

The 5 Series is a remarkably satisfying car, but one that is no longer the sporty choice of this class. Instead, it's very plush, super-quiet, finely crafted inside, and frugal with fuel. The all-wheel-drive 530i we tested rides comfortably and handles responsively. Its turbo four-cylinder engine had ample power and, paired with a smooth eight-speed automatic transmission, delivered an impressive 26 mpg overall. The 540i uses a punchy 335-hp, 3.0-liter turbo six-cylinder that effortlessly delivers power. AWD is available, and standard on the V8-powered M550i. The 530e plug-in hybrid costs about the same as the 530i. It can go about 14 miles on electric power alone and takes 2 hours to charge on a 240-volt charger. Optional active safety systems include forward-collision warning and lane-keeping assist.

Base Price: $52,400-$110,000
Body Styles: sedan
Trim Lines: 530e, 530i, 540d, 540i, M5, M550i
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (248 hp); 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbodiesel (261 hp); 3.0-liter 6 turbo (335 hp); 4.4-liter V8 turbo (456 hp); 4.4-liter V8 turbo (600 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	195
Width (in.)	74
Height (in.)	58
Wheelbase (in.)	117
Weight (lb.)	3,950
% weight front/rear	53/47

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	19.0
Towing Capacity (lb.)	NR

Fuel
Premium or diesel
CR overall mpg: 26

Overall Score	82
Predicted Reliability	
Owner Satisfaction	
Road Test Score	94
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION			Better than average

BMW 6 Series

This sleek grand tourer comes as a four-door Gran Coupe, a stylish hatchback, or a convertible. Power comes from a 3.0-liter, turbocharged six-cylinder or a 4.4-liter V8 turbo engine, mated to either an eight-speed automatic transmission or a seven-speed automated manual in the high-performance version. The V8 delivers ferocious acceleration and an invigorating exhaust note. Handling is sharp, and the ride is compliant and controlled. The cabin is quiet. Controls take some getting used to but ultimately prove logical, except for the confusing gear selector for the automated manual (DCT) on M versions. The M6 is a more performance-oriented, track-ready version. It's quick, capable, and enjoyable to drive.

Base Price: $69,700-$124,400
Body Styles: 4-door hatchback; convertible; sedan
Trim Lines: 640i, 650i, Alpina B6, Gran Turismo, M6
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter 6 turbo (315 hp); 3.0-liter 6 turbo (335 hp); 4.4-liter V8 turbo (445 hp); 4.4-liter V8 turbo (560 hp); 4.4-liter V8 turbo (600 hp)
Transmissions: 8-spd auto; 7-spd seq.

Facts & Figures

Exterior Dimensions

Length (in.)	193
Width (in.)	75
Height (in.)	54
Wheelbase (in.)	112
Weight (lb.)	4,355
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	770
Cargo Volume, cu.ft.	13.0
Towing Capacity (lb.)	NR

Fuel
Premium
EPA combined mpg 20

Overall Score	NA
Predicted Reliability	!
Owner Satisfaction	^
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION Average			!

BMW 7 Series

Among ultraluxury sedans, the BMW 7 Series has always played second fiddle to the Mercedes-Benz S-Class. But the current 7 aced our tests, with an impressively steady ride, a silky-smooth powertrain, good handling, and a sumptuous cabin. The base 740i is powered by a 3.0-liter, turbo six-cylinder engine. Our 750i, with the polished and punchy 445-hp, 4.4-liter turbocharged V8 and all-wheel drive, rang in at $110,645. Although the controls have a steep learning curve, they prove logical once mastered. The luxurious interior is super-quiet, with impeccable attention to detail and supremely comfortable seats. Interior quality is superb, with the wood, leather, suede, and aluminum trim delivering a modern ambience without looking glitzy.

Base Price: $83,650-$156,700
Body Styles: sedan
Trim Lines: 740e, 740i, 750i, Alpina B7, M760i
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (322 hp); 3.0-liter 6 turbo (320 hp); 4.4-liter V8 turbo (445 hp); 4.4-liter V8 turbo (600 hp); 6.6-liter V12 turbo (601 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	207
Width (in.)	75
Height (in.)	58
Wheelbase (in.)	126
Weight (lb.)	4,710
% weight front/rear	54/46

Cargo Measurement

Max. Load (lb.)	960
Cargo Volume, cu.ft.	18.0
Towing Capacity (lb.)	NR

Fuel
Premium
CR overall mpg 21

Overall Score	86
Predicted Reliability	^
Owner Satisfaction	!
Road Test Score	99
Crash Prevention	Std./^

Reliability History

Trouble Spots	15	**16**	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION Better than average			^

B

WORSE — BETTER | RECOMMENDED

BMW i3

BMW's electric car is a rear-wheel-drive, four-seat hatchback with rear-hinged back doors. The interior is striking in its simplicity and style, which is reminiscent of Scandinavian furniture. The electric motor produces the equivalent of 170 hp, which makes this tall, narrow car feel quick. An optional two-cylinder engine, which acts as an onboard generator rather than a primary power source, extends the range beyond the typical 75 miles to about 130 miles total. Charge times are about 4 hours with a 240-volt connection. In our tests we measured the electric equivalent of 139 mpg. Despite its tall stance, the i3 is very agile and easy to maneuver, though the ride is quite firm. It takes time to get used to the pronounced deceleration when lifting off the accelerator pedal.

Base Price: $44,450-$51,500
Body Styles: 4-door hatchback
Trim Lines: Deka, Giga, Mega, s, Tera
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 0.7-liter 2 electric (170 hp)
Transmissions: 1-speed direct

Overall Score	66
Predicted Reliability	I
Owner Satisfaction	I
Road Test Score	79
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	⇈	⇈	*
Engine Minor	⇈	⇈	*
Engine Cooling	⇈	⇈	*
Transmission Major	⇈	⇈	*
Transmission Minor	⇈	⇈	*
Drive System	I	^	*
Fuel System	⇈	⇈	*
Electrical	⇈	⇈	*
Climate System	^	⇈	*
Suspension	⇈	⇈	*
Brakes	⇈	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	⇈	*
Noises/Leaks	⇊	^	*
Body Hardware	⇈	⇈	*
Power Equipment	⇊	⇈	*
In-Car Electronics	⇊	⇈	*
USED CAR VERDICTS	v	⇈	
NEW CAR PREDICTION Average			I

Facts & Figures

Exterior Dimensions

Length (in.)	157
Width (in.)	70
Height (in.)	62
Wheelbase (in.)	101
Weight (lb.)	3,140
% weight front/rear	45/55

Cargo Measurement

Max. Load (lb.)	650
Cargo Volume, cu.ft.	12.0
Towing Capacity (lb.)	NR

Fuel
Premium
CR overall mpg 139

BMW X1

The X1 relies on a platform shared with the Mini Clubman and Countryman, and available in both front- and all-wheel-drive versions. In our tests of the AWD X1, the responsive 228-hp, 2.0-liter turbocharged four-cylinder engine returned 26 mpg overall. With the X1's relatively low ride height, it feels almost like driving a sedan. Although capable and responsive, ride and handling aren't up to BMW's high standards. Road noise is rather noticeable. The interior is constructed with high-quality materials and switches, buttons, and knobs. The front seats are rather short and flat, however, and rear-seat passengers hit their shins against the backs of the front seats. Prices start at an inviting $34,000, but a typically equipped X1 easily breaks the $40,000 mark.

Base Price: $33,900-$35,900
Body Styles: 4-door SUV
Trim Lines: sDrive28i, xDrive28i
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (228 hp)
Transmissions: 8-speed automatic

Overall Score	70
Predicted Reliability	I
Owner Satisfaction	v
Road Test Score	74
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	⇈	⇈	⇈
Engine Minor	v	⇈	⇈
Engine Cooling	⇈	⇈	⇈
Transmission Major	⇈	⇈	⇈
Transmission Minor	⇈	⇈	⇈
Drive System	^	⇈	⇈
Fuel System	⇈	I	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	^	^	⇈
Brakes	⇈	^	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	^	⇈
Noises/Leaks	^	⇈	⇈
Body Hardware	⇈	^	⇈
Power Equipment	I	^	^
In-Car Electronics	^	^	^
USED CAR VERDICTS	I	I	⇈
NEW CAR PREDICTION Average			I

Facts & Figures

Exterior Dimensions

Length (in.)	175
Width (in.)	72
Height (in.)	63
Wheelbase (in.)	105
Weight (lb.)	3,725
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	27.0
Towing Capacity (lb.)	NR

Fuel
Premium
CR overall mpg 26

BMW X2

The BMW X2 is designed to appeal to style-conscious customers who want a sporty-looking SUV but don't mind sacrificing interior space. Based on the X1, the X2 is shorter and lower and feels like driving a car, not an SUV. Power comes from a gutsy 228-hp, turbocharged four-cylinder engine that's mated to a smooth eight-speed automatic transmission. Front- and all-wheel drive are available. The ride is a bit stiff but handling is sharp and engaging, making it enjoyable. The cabin is austere but well made, with comfortable front seats and logical controls. Outward visibility is a low point due to the styling. BMW's available Driver Assistance Package includes safety features such as forward-collision warning, city-speed automatic emergency braking, and lane-departure warning. Blind-spot warning is not available.

Base Price: $36,400-$43,050
Body Styles: 4-door SUV
Trim Lines: M Sport, sDrive28i, xDrive28i
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (228 hp)
Transmissions: 8-speed automatic

Overall Score	73
Predicted Reliability	!
Owner Satisfaction	^
Road Test Score	77
Crash Prevention	Opt.

Reliability History	
Trouble Spots	
Engine Major	
Engine Minor	
Engine Cooling	
Transmission Major	
Transmission Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises/Leaks	
Body Hardware	
Power Equipment	
In-Car Electronics	
USED CAR VERDICTS	
NEW CAR PREDICTION	Average !

Facts & Figures

Exterior Dimensions

Length (in.)	172
Width (in.)	72
Height (in.)	60
Wheelbase (in.)	105
Weight (lb.)	3,645
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	23.5
Towing Capacity (lb.)	NR

Fuel
Premium
CR overall mpg 25

BMW X3

BMW's redesigned, third-generation X3 adds upscale cabin amenities, technology, and safety features. Most X3s are the 30i version, which uses a 248-hp, 2.0-liter turbo four-cylinder engine. It delivers quick acceleration and returned 24 mpg overall in our tests. The uplevel M40i gets a 355-hp, turbo six-cylinder. As before, its smooth eight-speed automatic transmission and all-wheel drive are standard. The new X3 is super quiet inside, with impeccable fit and finish. Handling is quite responsive, and the ride is firm yet absorbent. The latest generation of the iDrive infotainment system is easy to use after spending some time to master it. Blind-spot and lane-departure warnings, as well as low speed automatic emergency braking, are common options. A rear-wheel drive sDrive30i is added for the 2019 model year.

Base Price: $41,000-$54,500
Body Styles: 4-door SUV
Trim Lines: M40i, sDrive30ii, xDrive30i
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (355 hp)
Transmissions: 8-speed automatic

Overall Score	81
Predicted Reliability	^^
Owner Satisfaction	^
Road Test Score	92
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	^^	^^	^^
Engine Minor	^^	^^	^^
Engine Cooling	^^	^^	^^
Transmission Major	^^	^^	^^
Transmission Minor	^^	^^	^^
Drive System	^^	^^	^
Fuel System	!	^^	^^
Electrical	^^	^^	^^
Climate System	^	^^	^^
Suspension	^^	^^	^^
Brakes	^^	^^	^^
Exhaust	^^	^^	^^
Paint/Trim	^^	^^	^^
Noises/Leaks	^	!	^^
Body Hardware	^^	^^	^^
Power Equipment	vv	^	^^
In-Car Electronics	v	^	vv
USED CAR VERDICTS	v	^	vv
NEW CAR PREDICTION	Better than average ^		

Facts & Figures

Exterior Dimensions

Length (in.)	186
Width (in.)	74
Height (in.)	66
Wheelbase (in.)	113
Weight (lb.)	4,220
% weight front/rear	49/51

Cargo Measurement

Max. Load (lb.)	935
Cargo Volume, cu.ft.	32.0
Towing Capacity (lb.)	4,410

Fuel
Premium
CR overall mpg 24

B

WORSE — BETTER | RECOMMENDED

BMW X4

The BMW X4 is redesigned for 2019, and is based on the current-generation X3. The new X4 gains new safety technology, styling, and an inch of legroom over its predecessor. But its coupe-like profile still sacrifices some utility and visibility for a more athletic appearance. The base version is now called the xDrive30i and features a 248-hp, turbocharged four-cylinder engine, which proved responsive and fuel efficient in our tested X3. The M40i is powered by a 355-hp, six-cylinder turbo engine. Both have all-wheel drive and an 8-speed automatic transmission standard. We found the X3 thoroughly engaging to drive, and expect similar performance from the X4. Forward-collision warning and low-speed automatic emergency braking are standard as is a 10.25-inch touchscreen with navigation.

Base Price: $50,450-$60,450
Body Styles: 4-door SUV
Trim Lines: M40i, xDrive30i
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (355 hp)
Transmissions: 8-speed automatic

Overall Score	NA
Predicted Reliability	●
Owner Satisfaction	●
Road Test Score	NA
Crash Prevention	Std./▲

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		●

Facts & Figures

Exterior Dimensions
Length (in.) 188
Width (in.) 75
Height (in.) 64
Wheelbase (in.) 113
Weight (lb.) 3,900
% weight front/rear 50/50
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 4,000
Fuel
Premium
EPA combined mpg 25

BMW X5

The X5 delivers refinement, comfort, and a high-quality interior laden with technology. Its 3.0-liter, turbo six-cylinder engine, paired to a silky-smooth eight-speed automatic transmission, supplies effortless acceleration and a good 21 mpg overall. In our tests we found the ride to be steady, with handling responsive and secure. The interior is super-quiet and impeccably finished, but the third-row seat is suitable only for young kids. BMW's iDrive infotainment system has become more intuitive and, with familiarity, proves logical. Optional safety systems, such as automatic emergency braking, are comprehensive. A 4.4-liter V8 and a diesel are available. The X5 plug-in hybrid uses a 2.0-liter, twin-turbo four-cylinder and can drive on electric power for short distances. A high-performance M version is also available. A 2019 redesign is coming later this year.

Base Price: $57,200-$101,700
Body Styles: 4-door SUV
Trim Lines: M, sDrive35i, xDrive35d, xDrive35i, xDrive40e, xDrive50i
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 hybrid (308 hp); 3.0-liter 6 turbodiesel (255 hp); 3.0-liter 6 turbo (300 hp); 4.4-liter V8 turbo (445 hp); 4.4-liter V8 turbo (567 hp)
Transmissions: 8-speed automatic

Overall Score	76
Predicted Reliability	▲
Owner Satisfaction	▲
Road Test Score	84
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	▲▲	▲▲	▲▲
Engine Minor	▲▲	▲▲	▲▲
Engine Cooling	▲▲	▲▲	▲▲
Transmission Major	▲▲	▲▲	▲▲
Transmission Minor	▲▲	▲▲	▲▲
Drive System	▲▲	▲▲	▲▲
Fuel System	▲▲	▲▲	▲▲
Electrical	▲▲	▲▲	▲▲
Climate System	●	●	▲▲
Suspension	▲▲	▲▲	▲▲
Brakes	▲▲	▲▲	▲▲
Exhaust	▲▲	▲▲	▲▲
Paint/Trim	▲	▲▲	▲▲
Noises/Leaks	▲	▼	▲
Body Hardware	▲▲	▲▲	▲▲
Power Equipment	▲	▲	▲▲
In-Car Electronics	▼	●	▲▲
USED CAR VERDICTS	▲	▲	▲
NEW CAR PREDICTION	Better than average		▲

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 76
Height (in.) 69
Wheelbase (in.) 116
Weight (lb.) 4,745
% weight front/rear 50/50
Cargo Measurement
Max. Load (lb.) 1,345
Cargo Volume, cu.ft. 34.5
Towing Capacity (lb.) 6,000
Fuel
Premium or diesel
CR overall mpg 21

BMW X6

This coupelike sporty SUV is a derivative of the capable X5, which is a good place to start. Unlike its sibling, the X6's styling severely hampers rear visibility, cabin access, and cargo room. More than just a different body, though, the X6 is sportier than the X5, with tauter handling and a stiffer ride. Most versions are powered by a 3.0-liter, turbocharged six-cylinder engine, which returned 21 mpg overall in our tested X5. A 4.4-liter, turbocharged V8 is also offered. The interior is luxurious and well-crafted, and the seats are supportive for long trips. The infotainment system takes time to master but ultimately proves logical. A rear-wheel-drive version is available, as is a high-performance M version that commands a six-figure price.

Base Price: $62,950-$105,100
Body Styles: 4-door SUV
Trim Lines: M, sDrive35i, xDrive35i, xDrive50i
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter 6 turbo (300 hp); 4.4-liter V8 turbo (445 hp); 4.4-liter V8 turbo (567 hp)
Transmissions: 8-speed automatic

Overall Score	NA
Predicted Reliability	!
Owner Satisfaction	^
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 78
Height (in.) 67
Wheelbase (in.) 116
Weight (lb.) 4,750
% weight front/rear 49/51
Cargo Measurement
Max. Load (lb.) 935
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 20

Buick Cascada

The Cascada is a well-thought-out, four-seat, soft-top convertible. Handling is responsive, and the ride is steady but a bit stiff because of the standard 20-inch tires. The 1.6-liter, four-cylinder engine has modest power and returned just 22 mpg overall. The leather seats are supportive, but it's a long reach to access the touch-screen infotainment system, and the center dash is a mess of buttons. The power-operated, fully insulated fabric roof takes a quick 17 seconds to open and can be operated at speeds up to 31 mph. Fortunately, wind buffeting is kept to a minimum during top-down driving. Rear-seat access is made easier by front seats that power-slide forward. Opting for the Premium or Sport Touring trims brings advanced safety equipment, including forward-collision warning and lane-departure warning.

Base Price: $33,065-$37,070
Body Styles: convertible
Trim Lines: Base, Premium, Sport Touring
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.6-liter 4 turbo (200 hp)
Transmissions: 6-speed automatic

Overall Score	58
Predicted Reliability	^
Owner Satisfaction	^
Road Test Score	53
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major		^^	*
Engine Minor		^^	*
Engine Cooling		^^	*
Transmission Major		^^	*
Transmission Minor		^	*
Drive System		^^	*
Fuel System		^^	*
Electrical		^	*
Climate System		^^	*
Suspension		^	*
Brakes		^^	*
Exhaust		^^	*
Paint/Trim		^^	*
Noises/Leaks		^	*
Body Hardware		^^	*
Power Equipment		^	*
In-Car Electronics		vv	*
USED CAR VERDICTS		^	
NEW CAR PREDICTION	Better than average		^

Facts & Figures

Exterior Dimensions
Length (in.) 185
Width (in.) 72
Height (in.) 57
Wheelbase (in.) 106
Weight (lb.) 3,980
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 740
Cargo Volume, cu.ft. 13.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 22

B

WORSE — BETTER | RECOMMENDED

Buick Enclave

The large, three-row Buick Enclave underwent a full redesign for 2018. It provides improved fuel economy, more space, and a variety of safety and connectivity features. Power comes from a lively 3.6-liter V6 teamed with a smooth, responsive nine-speed automatic. We got 18 mpg overall in our tests. Towing capacity is 5,000 pounds. The roomy cabin is very quiet and the ride is comfortable, befitting a Buick flagship. The third-row seat is relatively roomy for the class. The infotainment system is easy to use, but the unintuitive gear selector is a nuisance in parking maneuvers. A manual sunshade for the sunroof and only a two-way lumbar adjustment for the seat are odd, given the price. Low-speed automatic emergency braking and forward-collision warning are standard, though only on top versions costing more than $50,000.

Base Price: $39,995-$55,800
Body Styles: 4-door SUV
Trim Lines: Avenir, Base, Essence, Premium
Drive Wheels: Front, AWD
Seating: 2 front, 2 rear, 3 third
Engines: 3.6-liter V6 (310 hp)
Transmissions: 9-speed automatic

Overall Score	63
Predicted Reliability	
Owner Satisfaction	
Road Test Score	87
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 204
Width (in.) 79
Height (in.) 70
Wheelbase (in.) 121
Weight (lb.) 4,690
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 1,625
Cargo Volume, cu.ft. 48.5
Towing Capacity (lb.) 5,000
Fuel
Regular
CR overall mpg 18

Buick Encore

Derived from the small Chevrolet Sonic subcompact sedan, this subcompact SUV has a veneer of luxury. It has a well-finished, quiet cabin and a ride that's better than a number of larger SUVs. On the downside, the Encore's little 1.4-liter, turbocharged four-cylinder engine and six-speed automatic transmission combine to deliver plodding acceleration and just fair fuel economy. We got just 23 mpg overall in our tests. In addition, the Encore is expensive for what it delivers, which makes it a questionable value. The Encore's tidy size makes it easy to maneuver, and its handling is sound but unexceptional. The interior is narrow and cramped, and the swoopy styling intrudes on the view out of the back. A more powerful Sport Touring version is also available.

Base Price: $23,200-$29,300
Body Styles: 4-door SUV
Trim Lines: Base, Essence, Preferred, Sport Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (138 hp); 1.4-liter 4 turbo (153 hp)
Transmissions: 6-speed automatic

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	69
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 168
Width (in.) 70
Height (in.) 65
Wheelbase (in.) 101
Weight (lb.) 3,355
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 945
Cargo Volume, cu.ft. 26.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 23

Buick Envision

Buick's entry into the luxury compact SUV segment sits between the tiny Encore and giant Enclave. The China-built Envision uses a smooth and quiet 252-hp, 2.0-liter turbocharged four-cylinder that is mated to a nine-speed automatic transmission for 2019. The less-expensive 2.5-liter engine is paired with a six-speed automatic. Handling is clumsy and the brakes are mushy, but ultimately the car is secure when pushed to its limits. Oddly, the ride is a mixed bag, both soft and unsettled at the same time. Wind noise is pronounced. The interior is well-finished and features a relatively roomy rear seat. Buick's suite of active safety equipment includes forward-collision warning and lane-departure mitigation systems, as well as automatic braking.

Base Price: $33,995-$44,960
Body Styles: 4-door SUV
Trim Lines: Base, Essence, Preferred, Premium, Premium II
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (252 hp); 2.5-liter 4 (197 hp)
Transmissions: 6-speed automatic; 9-speed automatic

Overall Score	67
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 184
Width (in.) 72
Height (in.) 67
Wheelbase (in.) 108
Weight (lb.) 4,050
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 950
Cargo Volume, cu.ft. 32.5
Towing Capacity (lb.) 1,500
Fuel
Regular or premium
CR overall mpg 21

Buick LaCrosse

Buick's large sedan features a well-trimmed and quiet cabin with a spacious rear seat. The smooth 3.6-liter V6 engine supplies plenty of power and a decent 24 mpg overall. The LaCrosse is one of the few large sedans that is available with all-wheel drive. Handling is responsive but not sporty. The ride is cushy and absorbent, but we would skip the optional 20-inch tires, which make the ride overly firm. The car's low stance compromises cabin access and visibility. Most controls are easy to use, including the touch-screen infotainment system, but the unintuitive shifter proves maddening. Advanced safety features are available only on high-end trims. Updates for 2018 include a new 2.5-liter, four-cylinder mild hybrid as the standard engine, and the V6 is paired with a new nine-speed automatic.

Base Price: $29,565-$47,070
Body Styles: sedan
Trim Lines: Avenir, Base, Essence, Preferred, Premium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (200 hp); 3.6-liter V6 (310 hp)
Transmissions: 6-speed automatic; 9-speed automatic

Overall Score	59
Predicted Reliability	
Owner Satisfaction	
Road Test Score	85
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 198
Width (in.) 73
Height (in.) 58
Wheelbase (in.) 114
Weight (lb.) 3,665
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 915
Cargo Volume, cu.ft. 15.0
Towing Capacity (lb.) 1,000
Fuel
Regular
CR overall mpg 24

B

WORSE — BETTER | RECOMMENDED

Buick Regal

The Buick Regal Sportback has coupelike styling that artfully masks its hatchback configuration. The TourX is a wagon version that packs a lot of room and drives just as nicely as the Sportback. Most versions use an energetic 2.0-liter, turbo four-cylinder engine; the sporty GS gets a 3.6-liter V6. Front- and all-wheel-drive versions are available. The Regal has a comfortable ride, and road, wind, and engine noise are well-muted. Handling is capable and responsive, but it's less sporty than the previous generation. We found the seats to be comfortable and the cabin well-constructed, although a bit plain. Android Auto and Apple CarPlay compatibility is standard. Most advanced safety features are optional, but typically are only found on versions bumping against the $40,000 price point.

Base Price: $24,990-$39,070
Body Styles: 4-door hatchback, wagon
Trim Lines: Base, Essence, GS, Preferred, Preferred II
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (250 hp); 3.6-liter V6 (310 hp)
Transmissions: 8-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	193
Width (in.)	73
Height (in.)	57
Wheelbase (in.)	111
Weight (lb.)	3,680
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	925
Cargo Volume, cu.ft.	32.0
Towing Capacity (lb.)	NR

Fuel
Regular or premium
CR overall mpg 23

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	87
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			

NEW CAR PREDICTION Average

Cadillac ATS

The ATS has nimble, capable handling and sharp steering, which make it a treat to drive. The 2.0-liter, turbocharged four-cylinder engine is quick, but it doesn't feel all that powerful and got just 23 mpg overall when we tested it with the old six-speed automatic transmission, which has been supplanted by a better eight-speed unit. A smooth, refined 3.6-liter V6 is also available. The ride is taut, and braking is excellent. However, the Cue infotainment system, with its flush buttons, is very convoluted and frustrating to use. The interior is well-finished but very snug, particularly in the back. The high-performance ATS-V gets a 464-hp, twin-turbo V6. For 2019 Cadillac has dropped the sedan from the ATS line.

Base Price: $35,495-$50,395
Body Styles: coupe
Trim Lines: Luxury, Premium Luxury, Premium Performance, Standard, V
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (272 hp); 3.6-liter V6 (335 hp); 3.6-liter V6 turbo (464 hp)
Transmissions: 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	183
Width (in.)	71
Height (in.)	56
Wheelbase (in.)	109
Weight (lb.)	3,420
% weight front/rear	51/49

Cargo Measurement

Max. Load (lb.)	870
Cargo Volume, cu.ft.	10.0
Towing Capacity (lb.)	NR

Fuel
Regular or premium
CR overall mpg 23

Overall Score	60
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			

NEW CAR PREDICTION Worse than average

Cadillac CT6

Cadillac's flagship large sedan possesses some athletic chops and is lively to drive. While the ride is firm, the CT6 is steady and controlled, and the interior is very quiet. The base engine is a turbo-four, but most buyers will opt for the midlevel nonturbo V6; the top trim carries a 404-hp, twin-turbocharged V6. All-wheel drive is standard on versions with V6 engines. The interior is plush and roomy, but in-cabin storage is practically nonexistent. Front-seat comfort is superb, but the rear seat is a bit short on thigh support. Despite updates, the Cue infotainment system remains unintuitive and highly distracting to use. A plug-in hybrid version with an estimated 30 miles of EV range is also available. The CT6 offers GM's Super Cruise driver-assistance system, which operates on freeways and monitors the driver to make sure he or she is paying attention.

Base Price: $54,095-$88,295
Body Styles: sedan
Trim Lines: Luxury, Platinum, Plug-In Hybrid, Premium Luxury, Standard
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (265 hp); 2.0-liter 4 electric (335 hp); 3.0-liter V6 turbo (404 hp); 3.6-liter V6 (335 hp)
Transmissions: 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	204
Width (in.)	74
Height (in.)	58
Wheelbase (in.)	122
Weight (lb.)	4,040
% weight front/rear	53/47

Cargo Measurement

Max. Load (lb.)	910
Cargo Volume, cu.ft.	15.0
Towing Capacity (lb.)	1,000

Fuel
Regular or premium
CR overall mpg 22

Overall Score	75
Predicted Reliability	↓
Owner Satisfaction	↑
Road Test Score	95
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ↓		

Cadillac CTS

The CTS is a midsized luxury sedan with a firm, absorbent ride and precise handling that crowns it as one of the sportiest cars in the class. But as satisfying as it is to drive, the CTS can also be frustrating, partly because of the overly complex Cue infotainment system. The cabin is luxurious, with impressive material quality. But rear-seat room is relatively snug, and the trunk is a bit small. Neither the four-cylinder turbo nor the 3.6-liter V6 engines are as refined as the best in class. The high-end V-Sport is a treat to drive, with effortless thrust. The high-performance CTS-V gives any $100,000 German super-sedan a run for its money, thanks to the 640-hp, 6.2-liter supercharged V8 from the Corvette Z06 and its trackworthy handling and braking.

Base Price: $46,495-$71,295
Body Styles: sedan
Trim Lines: Base, Luxury, Premium Luxury, V, V-Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (268 hp); 3.6-liter V6 (335 hp); 3.6-liter V6 turbo (420 hp); 6.2-liter V8 supercharged (640 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	196
Width (in.)	72
Height (in.)	57
Wheelbase (in.)	115
Weight (lb.)	3,915
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	890
Cargo Volume, cu.ft.	14.0
Towing Capacity (lb.)	1,000

Fuel
Regular or premium
CR overall mpg 22

Overall Score	64
Predicted Reliability	↓
Owner Satisfaction	↓
Road Test Score	83
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⇈	⇈	*
Engine Minor	⇈	⇈	*
Engine Cooling	⇈	⇈	*
Transmission Major	↓	⇈	*
Transmission Minor	!	⇈	*
Drive System	⇈	⇈	*
Fuel System	⇈	⇈	*
Electrical	⇈	⇈	*
Climate System	↑	!	*
Suspension	⇈	⇈	*
Brakes	⇈	⇈	*
Exhaust	⇈	↑	*
Paint/Trim	↑	⇈	*
Noises/Leaks	↓	⇈	*
Body Hardware	↓	⇈	*
Power Equipment	!	⇈	*
In-Car Electronics	⇊	!	*
USED CAR VERDICTS	⇊	!	
NEW CAR PREDICTION	Worse than average ↓		

C

WORSE — BETTER | RECOMMENDED

Cadillac Escalade

The Escalade falls down on the fundamentals as a luxury SUV; it rides too stiffly and can't stop or handle with the grace of its peers. Despite casting a massive shadow, the Cadillac is not even that roomy inside. The second-row seats aren't very comfortable, and the third row is cramped. For those who want more room, a longer ESV version that provides more cargo space is available. The Cue infotainment system is confounding. The real strength of the Escalade lies in its work abilities, with a powerful 420-hp V8 engine and impressive tow capacity. Updates for 2018 include a new 10-speed automatic transmission, replacing the eight-speed unit. We consider a well-trimmed Chevrolet Suburban or GMC Yukon XL to be a smarter buy.

Base Price: $74,695-$99,795
Body Styles: 4-door SUV; extended SUV
Trim Lines: Luxury, Platinum, Premium Luxury, Standard
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear, 3 third
Engines: 6.2-liter V8 (420 hp)
Transmissions: 10-speed automatic

Overall Score	40
Predicted Reliability	
Owner Satisfaction	
Road Test Score	61
Crash Prevention	Opt.

Reliability History — Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 204
Width (in.) 81
Height (in.) 74
Wheelbase (in.) 116
Weight (lb.) 5,820
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 1,310
Cargo Volume, cu.ft. 48.0
Towing Capacity (lb.) 8,100
Fuel
Regular
CR overall mpg 16

Cadillac XT5

Cadillac's XT5 luxury crossover is powered by a 3.6-liter V6 engine paired with an eight-speed automatic transmission. Despite decent measured acceleration, it feels a bit lethargic in everyday driving, and the overall 20 mpg we measured is unimpressive. Cadillac's convoluted Cue infotainment system is a little more manageable, but the unintuitive gear selector is maddening. A rear-camera system that displays in the rearview mirror comes on top versions. The XT5 handles soundly, though the ride is too stiff unless you opt for the active damping suspension that comes on top-trim versions. Occupants are treated to a quiet cabin, supportive seats, and impressive cabin fit and finish.

Base Price: $40,595-$63,395
Body Styles: 4-door SUV
Trim Lines: Base, Luxury, Platinum, Premium Luxury
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (310 hp)
Transmissions: 8-speed automatic

Overall Score	59
Predicted Reliability	
Owner Satisfaction	
Road Test Score	76
Crash Prevention	Opt.

Reliability History — Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 190
Width (in.) 75
Height (in.) 66
Wheelbase (in.) 113
Weight (lb.) 4,300
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 1,620
Cargo Volume, cu.ft. 33.0
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 20

Cadillac XTS

This large sedan has a beautifully executed interior, perfect for limo duty. The XTS is roomy, luxurious, and quiet inside, with comfortable seats. It comes as either front-wheel drive or all-wheel drive. But the ride feels too ordinary for a luxury car, and unlike Cadillac's other sedans, handling isn't sporty. The 3.6-liter V6 engine lacks finesse, mostly because of its coarse sound when prodded. Still, it ultimately performs well and returned a respectable 22 mpg overall when we tested it with the six-speed automatic transmission. The unintuitive Cue infotainment system is frustrating to use, and the high rear deck impedes the view out the back. A V-Sport version with a twin-turbo, 3.6-liter engine gives the XTS V8-like power.

Base Price: $46,295-$72,495
Body Styles: sedan
Trim Lines: Luxury, Platinum, Premium Luxury, Standard, Vsport
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (304 hp); 3.6-liter V6 turbo (410 hp)
Transmissions: 6-speed automatic

Overall Score	63
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 202
Width (in.) 73
Height (in.) 59
Wheelbase (in.) 112
Weight (lb.) 4,090
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 925
Cargo Volume, cu.ft. 18.0
Towing Capacity (lb.) 1,000
Fuel
Regular or premium
CR overall mpg 22

Chevrolet Bolt

The Bolt is the first relatively affordable EV to have a robust driving range. This small hatchback is built around a large 60-kWh battery pack that sits under the car's floor and contributes to the car's planted feel despite its tall stance. With 200 electrified horses on tap, the Bolt accelerates with gusto. A full charge takes 10 hours on a 240-volt connector, but with a 250-mile range according to our measurement, you rarely have to fully charge the Bolt. The Bolt is very quiet, but the ride can get choppy. Controls take some getting used to, including the unintuitive gear selector. The driver's seat is short on lower-back support, and interior quality is on the cheap side. Typically equipped, the Bolt ranges from $37,000 to $45,000 before federal tax incentives of $7,500.

Base Price: $36,620-$40,905
Body Styles: 4-door hatchback
Trim Lines: LT, Premier
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (200 hp)
Transmissions: 1-speed direct

Overall Score	77
Predicted Reliability	
Owner Satisfaction	
Road Test Score	76
Crash Prevention	Opt.

Reliability History

Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 164
Width (in.) 70
Height (in.) 63
Wheelbase (in.) 102
Weight (lb.) 3,545
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 875
Cargo Volume, cu.ft. 17.0
Towing Capacity (lb.) . . . . . NR
Fuel
Electric
CR overall mpg 119

WORSE — BETTER | RECOMMENDED

Chevrolet Camaro

The Camaro possesses impressive handling agility and sharp steering. The optional magnetic ride suspension does an impressive job of keeping the Camaro composed over some of the roughest surfaces. The manual shifter has light, precise throws. Base models use a 275-hp, turbo four-cylinder engine, and the 3.6-liter V6 makes 335 hp. For the SS, Chevrolet dropped in the ferocious 6.2-liter V8 from the Corvette. All use a six-speed manual or an eight-speed automatic. The easy-to-use MyLink infotainment system is a plus, but the low dash vents tend to freeze your hand when it's on the shifter. Visibility all around is atrocious, and rear-seat room is extremely tight. A performance ZL1 version is available, powered by a 650-hp, 6.2-liter V8 supercharged engine mated to the six-speed manual or an optional 10-speed automatic.

Base Price: $25,905-$67,500
Body Styles: convertible; coupe
Trim Lines: LT, SS, ZL1
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (275 hp); 3.6-liter V6 (335 hp); 6.2-liter V8 (455 hp); 6.2-liter V8 (650 hp)
Transmissions: 8-speed automatic; 10-speed automatic; 6-speed manual

Overall Score	59
Predicted Reliability	
Owner Satisfaction	
Road Test Score	85
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 188
Width (in.) 75
Height (in.) 53
Wheelbase (in.) 111
Weight (lb.) 3,730
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 725
Cargo Volume, cu.ft. 11.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular or premium
CR overall mpg 20

Chevrolet Colorado

GM's small pickups, the Colorado and its GMC Canyon twin, are more maneuverable than full-sized trucks and are better equipped than their Nissan and Toyota competitors. We tested both the V6 engine, which returned 18 mpg overall, and the four-cylinder diesel, which got 24 mpg overall. The ride is rather choppy, as expected of a pickup, but handling is responsive. Rear- and four-wheel-drive versions are available, as are extended and crew-cab body styles. Inside are the latest electronics, including the MyLink audio system. These are the first small trucks to offer forward-collision and lane-departure warnings. An eight-speed automatic transmission and an updated, more responsive V6 are available.

Base Price: $20,200-$42,000
Body Styles: crew cab; extended cab
Trim Lines: Base, LT, WT, Z71, ZR2
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (200 hp); 2.8-liter 4 turbodiesel (181 hp); 3.6-liter V6 (308 hp)
Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Overall Score	51-53
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67-69
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 213
Width (in.) 74
Height (in.) 79
Wheelbase (in.) 128
Weight (lb.) 4,500
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 1,555
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 7,000
Fuel
Regular or diesel
CR overall mpg 18-24

Chevrolet Corvette

The sharp-edged Corvette has abundant power from its 455-hp, 6.2-liter V8 engine and an interior worthy of the price. A seven-speed manual transmission is standard, with an eight-speed automatic optional. Drivers with a thirst for more power can opt for the 650-hp Z06. The car's all-aluminum construction optimizes weight savings and strength. Whether in coupe or convertible form, acceleration is blisteringly quick and handling is pinpoint. With its adjustable driving modes, the car can be a fairly refined cruiser or a track-ready race car. The seats deliver support and comfort. But you can't ignore the low-slung cabin, which requires almost acrobatic skills to get in and out of; the vague manual shifter; and the omnipresent tire noise. The Grand Sport and ultra-high-performance ZR1 versions are also available.

Base Price: $55,495-$122,900
Body Styles: 2-door hatchback; convertible
Trim Lines: 1LT, 2LT, 3LT, Grand Sport, Z06, ZR1
Drive Wheels: Rear
Seating: 2 front
Engines: 6.2-liter V8 (455 hp); 6.2-liter V8 (460 hp); 6.2-liter V8 supercharged (650 hp); 6.2-liter V8 supercharged (755 hp)
Transmissions: 8-speed automatic; 7-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	177
Width (in.)	74
Height (in.)	49
Wheelbase (in.)	107
Weight (lb.)	3,470
% weight front/rear	49/51

Cargo Measurement

Max. Load (lb.)	525
Cargo Volume, cu.ft.	15.0
Towing Capacity (lb.)	NR

Fuel
Premium
CR overall mpg 20

Overall Score	64
Predicted Reliability	
Owner Satisfaction	
Road Test Score	92
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Chevrolet Cruze

The Cruze possesses big-car qualities, such as a comfortable ride and a quiet interior. The standard engine is an unobtrusive 1.4-liter, turbo four-cylinder engine mated to a six-speed automatic transmission. A smooth start/stop feature reduces fuel use during idling; we got 30 mpg overall in our tests. The diesel model returned an impressive 41 mpg overall and an outstanding 60 mpg on the highway. The info-tainment system features Android Auto and Apple CarPlay, which mirror some of your smartphone icons on the screen. The rear seat is relatively roomy for the class, but the front seats are short on lower-back support. A variety of advanced active safety features are available, but only on the top-trim Premier version.

Base Price: $16,975-$25,920
Body Styles: 4-door hatchback; sedan
Trim Lines: L, LS, LT, Premier
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (153 hp); 1.6-liter 4 turbodiesel (137 hp)
Transmissions: 6-speed automatic; 9-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	184
Width (in.)	71
Height (in.)	57
Wheelbase (in.)	106
Weight (lb.)	2,915
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	870
Cargo Volume, cu.ft.	15.0
Towing Capacity (lb.)	NR

Fuel
Regular or diesel
CR overall mpg 30-41

Overall Score	56-57
Predicted Reliability	
Owner Satisfaction	
Road Test Score	75-77
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

WORSE — BETTER | RECOMMENDED

Chevrolet Equinox

The Equinox is one of the roomiest compact SUVs available, and offers the latest infotainment and safety technology. Most versions use a lackluster 1.5-liter, turbo four-cylinder, and the uplevel engine is a muscular 252-hp, turbo four-cylinder mated to a nine-speed automatic. A diesel version returned 31 mpg overall in our tests, but adds engine clatter and vibration. We found that the Equinox does a good job of absorbing bumps and pavement imperfections, and it has responsive and secure handling. The cabin is quiet and the controls are straightforward to use, including the MyLink infotainment system. While the seats are quite comfortable, the interior has a lot of hard plastic and some cheap touches. Forward-collision warning, low-speed automatic emergency braking, blind-spot warning, and rear cross-traffic warning are available.

Base Price: $23,580-$37,300
Body Styles: 4-door SUV
Trim Lines: L, LS, LT, Premier
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (170 hp); 1.6-liter 4 turbodiesel (137 hp); 2.0-liter 4 turbo (252 hp)
Transmissions: 6-speed automatic; 9-speed automatic

Overall Score	63-65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	75-78
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 183
Width (in.) 73
Height (in.) 65
Wheelbase (in.) 107
Weight (lb.) 3,540
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 995
Cargo Volume, cu.ft. 32.0
Towing Capacity (lb.) 3,500
Fuel
Regular or diesel
CR overall mpg 25-31

Chevrolet Impala

The Impala is roomy, comfortable, quiet, and enjoyable to drive. It even rides like a luxury sedan, feeling cushy and controlled. Engine choices include a punchy 3.6-liter V6 engine and an adequate 2.5-liter four-cylinder, both paired with a six-speed automatic transmission. In our tests, the V6 returned 22 mpg overall and had good acceleration. Braking is capable, and handling is secure and responsive. The full-featured cabin stays very quiet and has a sumptuous backseat. Controls are intuitive and easy to use, but rear visibility is restricted. Advanced safety features, such as forward-collision warning and automatic emergency braking, are available. Recent updates include the addition of Apple CarPlay capability and wireless cellphone charging.

Base Price: $27,895-$36,620
Body Styles: sedan
Trim Lines: LS, LT, Premier
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (197 hp); 3.6-liter V6 (305 hp)
Transmissions: 6-speed automatic

Overall Score	86
Predicted Reliability	
Owner Satisfaction	
Road Test Score	91
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 201
Width (in.) 73
Height (in.) 59
Wheelbase (in.) 112
Weight (lb.) 3,855
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 945
Cargo Volume, cu.ft. 19.0
Towing Capacity (lb.) 1,000
Fuel
Regular
CR overall mpg 22

Chevrolet Malibu

Swoopy styling and modern powertrains are highlights of Chevrolet's Malibu. The car is competitive among midsized sedans, with a quiet cabin and easy-to-use controls. In tests we found the Malibu to be quiet, with a comfortable ride and responsive handling. Two four-cylinder turbo engines are offered. The 1.5-liter with a six-speed automatic got 29 mpg in our tests. For 2019 that engine will use a CVT transmission, while the more powerful and refined 2.0-liter gets a nine--speed automatic. A hybrid, utilizing some of the Chevrolet Volt's technology, is also available. It got an impressive 41 mpg overall in our tests. Up front is a roomy, comfortable cockpit and an updated version of Chevrolet's MyLink infotainment system. But the cloth seats are a bit short on support. The rear seat is roomy, so long-legged passengers can stretch out.

Base Price: $21,680-$31,020
Body Styles: sedan
Trim Lines: Hybrid, L, LS, LT, Premier
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (160 hp); 1.8-liter 4 hybrid (182 hp); 2.0-liter 4 turbo (250 hp)
Transmissions: 6-speed automatic; 9-speed automatic; CVT

Overall Score	68
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79-80
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	**16**	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 194
Width (in.) 73
Height (in.) 58
Wheelbase (in.) 112
Weight (lb.) 3,125
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) 1,000
Fuel
Regular
CR overall mpg 29-41

Chevrolet Silverado 1500

The Silverado and similar GMC Sierra have relatively responsive handling and a roomy cabin that is as quiet as a luxury car's. It's easy to get into the cabin, the controls are simple, and its towing and payload capacities are generous. The 5.3-liter V8 engine in the crew cab we tested returned 16 mpg overall, but the truck feels sluggish. Other available engines are a 4.3-liter V6 and powerful 6.2-liter V8. Some shortcomings include a jittery ride and front seats that aren't as supportive as those in certain competitors. More versions now get the eight-speed automatic, which should improve engine response. Other changes include available automatic emergency braking and the addition of Android Auto and Apple CarPlay. A redesign comes later in the year.

Base Price: $28,300-$55,600
Body Styles: crew cab; extended cab; regular cab
Trim Lines: Custom, High Country, LS, LT, LTZ, WT
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear
Engines: 4.3-liter V6 (285 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
Transmissions: 6-speed automatic; 8-speed automatic

Overall Score	57
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 230
Width (in.) 80
Height (in.) 74
Wheelbase (in.) 144
Weight (lb.) 5,415
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 1,705
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 11,200
Fuel
Regular
CR overall mpg 16

C

WORSE — BETTER | RECOMMENDED

Chevrolet Sonic

The Chevrolet Sonic hatchback and sedan possess a relatively comfortable ride and a quiet cabin for a subcompact. Fuel economy of 28 mpg overall is nothing to boast about. Handling is secure but a bit too responsive because of the overly quick steering. The sedan has a large trunk, but the hatchback version offers more utility. Creature comforts such as keyless entry and push-button start, and the optional heated seats and steering wheel, bring some maturity to this subcompact. A 7-inch touch screen is standard and works with Android Auto and Apple CarPlay. On the safety front, forward-collision warning and lane-departure warning are optional, and are welcome additions to the Sonic.

Base Price: $15,295-$21,320
Body Styles: 4-door hatchback; sedan
Trim Lines: LS, LT, Premier
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (138 hp); 1.8-liter 4 (138 hp)
Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual

Overall Score	63
Predicted Reliability	I
Owner Satisfaction	↓
Road Test Score	66
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	⇈	*	*
Engine Minor	⇈	*	*
Engine Cooling	⇈	*	*
Transmission Major	⇈	*	*
Transmission Minor	⇈	*	*
Drive System	⇈	*	*
Fuel System	I	*	*
Electrical	⇈	*	*
Climate System	↑	*	*
Suspension	I	*	*
Brakes	⇈	*	*
Exhaust	I	*	*
Paint/Trim	⇈	*	*
Noises/Leaks	↑	*	*
Body Hardware	⇈	*	*
Power Equipment	↑	*	*
In-Car Electronics	↓	*	*
USED CAR VERDICTS	I		
NEW CAR PREDICTION Average			I

Facts & Figures

Exterior Dimensions
Length (in.) 174
Width (in.) 68
Height (in.) 60
Wheelbase (in.) 99
Weight (lb.) 2,765
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 895
Cargo Volume, cu.ft. 15.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 28

Chevrolet Spark

Urban dwellers will appreciate the Spark's small dimensions when looking for a parking space. But this rudimentary, bare-bones runabout doesn't offer much else. Power comes from a 98-hp, 1.4-liter four-cylinder engine that delivers leisurely acceleration along with plenty of engine drone. Yet the Spark isn't very frugal at just 33 mpg overall. Handling is very responsive, but the overly sensitive steering makes the Spark a bit too responsive at highway speeds, and the ride is unyieldingly stiff. Inside, the driver has a commanding view out. But the rear seat is very tight and is best for just two occupants. The MyLink infotainment system has a 7-inch color display, making the Spark up-to-date on the connectivity front. Other available features include forward-collision warning and lane-departure warning.

Base Price: $13,050-$17,475
Body Styles: 4-door hatchback
Trim Lines: 1LT, 2LT, ACTIV, LS
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.4-liter 4 (98 hp)
Transmissions: 5-speed manual; CVT

Overall Score	47
Predicted Reliability	I
Owner Satisfaction	I
Road Test Score	47
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	**16**	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION Average			I

Facts & Figures

Exterior Dimensions
Length (in.) 143
Width (in.) 63
Height (in.) 58
Wheelbase (in.) 94
Weight (lb.) 2,280
% weight front/rear 64/36
Cargo Measurement
Max. Load (lb.) 660
Cargo Volume, cu.ft. 11.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 33

Chevrolet Suburban

If you need space for seven or more people, all their stuff, and towing capacity to boot, few SUVs other than the Suburban will do. This behemoth has a sumptuous and quiet interior, power-folding second- and third-row seats, and available blind-spot monitoring and cross-traffic alert. Beyond that, it's pretty much your standard hauler, with a 5.3-liter V8 engine mated to a six-speed automatic transmission and a respectable 16 mpg overall. The touch-screen infotainment system is easy to use, and the magnetic ride suspension on the Premier trim improves ride comfort and handling response and capability. Recent updates include available lane-keeping assist, plus Apple CarPlay.

Base Price: $49,190-$85,335
Body Styles: 4-door SUV
Trim Lines: LS, LT, Premier
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear, 3 third
Engines: 5.3-liter V8 (355 hp)
Transmissions: 6-speed automatic

Overall Score	53
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 224
Width (in.) 81
Height (in.) 74
Wheelbase (in.) 130
Weight (lb.) 5,945
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 1,455
Cargo Volume, cu.ft. 62.5
Towing Capacity (lb.) 8,000
Fuel
Regular
CR overall mpg 16

Chevrolet Tahoe

The Tahoe has a luxurious and quiet interior, but the ride is too stiff and the third-row seat is tight. In addition, the 5.3-liter V8 engine and six-speed automatic transmission combine to form a lackluster powertrain that returned 16 mpg overall. The touch-screen infotainment system is easy to use, and the front seats are very comfortable. The Magnetic Ride Control suspension on the Premier trim improves ride comfort, as well as handling response and capability. Properly equipped versions can tow 8,500 pounds. But if towing isn't your main concern, car-based SUVs drive better and are roomier. Lane-keeping assist is now available, joining the already-available blind-spot monitoring and cross-traffic alert systems. A 6.2-liter V8, paired with a 10-speed automatic transmission, is available on the new RST version.

Base Price: $46,340-$65,200
Body Styles: 4-door SUV
Trim Lines: LS, LT, Premier
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear, 3 third
Engines: 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
Transmissions: 6-speed automatic; 10-speed automatic

Overall Score	53
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 204
Width (in.) 81
Height (in.) 74
Wheelbase (in.) 116
Weight (lb.) 5,635
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 1,580
Cargo Volume, cu.ft. 47.5
Towing Capacity (lb.) 8,300
Fuel
Regular
CR overall mpg 16

C

WORSE — BETTER | RECOMMENDED

Chevrolet Traverse

Chevrolet's redesigned Traverse has a quiet interior, a very comfortable ride, and responsive handling, making it a viable alternative to full-sized SUVs such as the Suburban. It's also a competent challenger to established three-row SUVs. The 3.6-liter V6 engine supplies ample power and quick acceleration, and gets 20 mpg overall. Front and second-row captain's seats are comfortable, and the third row is roomy. An eight-passenger configuration is available. The infotainment system is intuitive. The manual sunroof shades are out of place in the $50,000 Premier trim. Only the top trims have forward-collision warning and automatic emergency braking. Standard safety functions include a safety-focused teen driver feature and rear-seat reminder designed to prevent a small child from being left unattended in the Traverse.

Base Price: $29,930-$52,600
Body Styles: 4-door SUV
Trim Lines: High Country, L, LS, LT, Premier, RS
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 3 third
Engines: 2.0-liter 4 turbo (257 hp); 3.6-liter V6 (310 hp)
Transmissions: 9-speed automatic

Overall Score	67
Predicted Reliability	
Owner Satisfaction	
Road Test Score	95
Crash Prevention	Opt.

Reliability History — Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 204
Width (in.) 79
Height (in.) 71
Wheelbase (in.) 121
Weight (lb.) 4,695
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 1,450
Cargo Volume, cu.ft. 54.5
Towing Capacity (lb.) 5,000
Fuel
Regular
CR overall mpg 20

Chevrolet Trax

This bite-sized crossover, essentially a stripped-down Buick Encore, is an ambitiously priced budget model. Available in front- or all-wheel drive, the Trax has a 1.4-liter, turbo four-cylinder engine and six-speed automatic transmission, a combination that didn't deliver either impressive performance or particularly frugal fuel economy. The cabin is narrow, cramped, and overall basic, with just a few niceties. The pronounced engine noise and stiff ride don't add to the experience, nor does the occasionally bumpy transmission. The Trax features the next-generation versions of OnStar and MyLink infotainment systems. At $26,000-plus, our Trax LT AWD test car cost as much as larger, more substantial SUVs, such as the Subaru Forester.

Base Price: $21,000-$28,800
Body Styles: 4-door SUV
Trim Lines: LS, LT, Premier
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (138 hp)
Transmissions: 6-speed automatic

Overall Score	56
Predicted Reliability	
Owner Satisfaction	
Road Test Score	55
Crash Prevention	Opt.

Reliability History — Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 167
Width (in.) 70
Height (in.) 66
Wheelbase (in.) 101
Weight (lb.) 3,255
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 945
Cargo Volume, cu.ft. 26.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 25

Chevrolet Volt

GM's second-generation electric car with a backup gas engine is much improved. It is quicker and quieter, rides more comfortably, and has easier-to-use controls. It can run on electricity for only 50 miles, at which point the engine kicks in to extend the range. It takes 4.5 hours to recharge the car using a 240-volt connection. We got 38 mpg in gas mode. This 1.5-liter engine acts as a generator, which eliminates the range anxiety common to electric-only vehicles. Visibility remains limited, and the rear seat is cramped and awkward to get into. However, the infotainment system is among the best. The Volt's tepid heat makes the heated seats and steering wheel must-have features.

Overall Score	59
Predicted Reliability	↓
Owner Satisfaction	⇈
Road Test Score	70
Crash Prevention	Opt.

Base Price: $33,220-$37,570
Body Styles: 4-door hatchback
Trim Lines: LT, Premier
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 electric (149 hp)
Transmissions: 1-speed direct

Reliability History

Trouble Spots	15	16	17
Engine Major	⇈	⇈	⇈
Engine Minor	⇈	↑	↑
Engine Cooling	⇈	⇈	⇈
Transmission Major	⇈	⇈	⇈
Transmission Minor	⇈	⇈	⇈
Drive System	⇈	!	⇈
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	↑	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	↑	⇈
Noises/Leaks	⇈	⇈	⇈
Body Hardware	↑	⇈	⇈
Power Equipment	↑	⇈	⇈
In-Car Electronics	↓	⇊	!
USED CAR VERDICTS	⇈	↓	↓
NEW CAR PREDICTION	Worse than average		↓

Facts & Figures

Exterior Dimensions

Length (in.)	180
Width (in.)	71
Height (in.)	56
Wheelbase (in.)	106
Weight (lb.)	3,520
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	750
Cargo Volume, cu.ft.	11.0
Towing Capacity (lb.)	NR

Fuel
Regular
CR overall mpg 105

Chrysler 300

Chrysler's roomy and luxurious 300 is one of the best large sedans on the market. Inside, you'll find plenty of space for five adults, along with comfortable seats and attractive trim. The 5.7-liter V8 is punchy but thirsty. We prefer the 3.6-liter V6, which is plenty powerful and got a good 22 mpg overall in our tests. Both engines use a smooth eight-speed automatic transmission. All-wheel drive is optional. The 300's stately ride, responsive handling, and quiet cabin make it feel like a true luxury car at thousands less than what luxury brands charge. The UConnect infotainment system is one of the best in the industry. The last freshening added a rotating gearshift knob, a big driver-info screen in the gauge cluster, and a host of modern safety gear.

Overall Score	65-66
Predicted Reliability	↓
Owner Satisfaction	↑
Road Test Score	83-84
Crash Prevention	Opt.

Base Price: $28,995-$40,995
Body Styles: sedan
Trim Lines: C, Limited, S, Touring, Touring L
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (292 hp); 3.6-liter V6 (300 hp); 5.7-liter V8 (363 hp)
Transmissions: 8-speed automatic

Reliability History

Trouble Spots	15	16	17
Engine Major	⇈	↑	*
Engine Minor	⇈	⇈	*
Engine Cooling	⇈	⇈	*
Transmission Major	⇈	⇈	*
Transmission Minor	!	⇈	*
Drive System	!	!	*
Fuel System	⇈	⇈	*
Electrical	⇈	⇈	*
Climate System	⇈	⇈	*
Suspension	⇈	⇈	*
Brakes	↓	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	↑	*
Noises/Leaks	⇈	⇈	*
Body Hardware	⇈	↑	*
Power Equipment	!	!	*
In-Car Electronics	↑	⇈	*
USED CAR VERDICTS	!	↓	
NEW CAR PREDICTION	Worse than average		↓

Facts & Figures

Exterior Dimensions

Length (in.)	199
Width (in.)	75
Height (in.)	58
Wheelbase (in.)	120
Weight (lb.)	4,095
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	865
Cargo Volume, cu.ft.	16.0
Towing Capacity (lb.)	1,000

Fuel
Regular
CR overall mpg 20-22

Chrysler Pacifica

The Pacifica is much better than the Chrysler Town & Country minivan it replaced. The minivan is offered in seven- and eight-passenger configurations and retains the handy fold-into-the-floor second-row seats. But these seats have limited thigh support. The 3.6-liter V6 engine, paired with a nine-speed automatic transmission, provides ample power and gets a decent 21 mpg overall. Handling is responsive, the ride is comfortable, and the cabin is quiet. A plug-in hybrid version is available, and its electric range is about 30 miles. After that, it reverts to hybrid-only operation, and returned 27 mpg overall in our tests. The UConnect touch-screen system is intuitive to use and easy to master. High-end versions of the Pacifica feature individual screens, with built-in games, for the rear passengers.

Base Price: $26,995-$44,995
Body Styles: minivan
Trim Lines: Hybrid Platinum, Hybrid Premium, Limited, LX, Touring, Touring L, Touring L Plus, Touring Plus
Drive Wheels: Front
Seating: 2 front, 3 rear, 3 third
Engines: 3.6-liter V6 hybrid (248 hp); 3.6-liter V6 (287 hp)
Transmissions: 9-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	204
Width (in.)	80
Height (in.)	70
Wheelbase (in.)	122
Weight (lb.)	4,535
% weight front/rear	56/44

Cargo Measurement

Max. Load (lb.)	1,300
Cargo Volume, cu.ft.	66.0
Towing Capacity (lb.)	3,600

Fuel
Regular
CR overall mpg 21-27

Overall Score	74-76
Predicted Reliability	
Owner Satisfaction	
Road Test Score	85-88
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION Average			

Dodge Challenger

The look may be old school, yet the Challenger is a modern, thrilling barnstormer. It's too heavy and wide for pinpoint handling on narrow roads, but it's balanced and enjoyable on an open track. Its V8 sound is heartwarming. Ride comfort, noise isolation, and the stiff shifter and clutch detract, and the view out to any direction is dreadful. The rear seat is relatively roomy, but getting in and out is awkward. Performance packages include a 485-hp, 6.4-liter V8; a 707-hp, 6.2-liter supercharged V8 in the Hellcat; and a 808-hp, 6.2-liter V8 in the Demon. A six-speed manual and an eight-speed automatic are available. We prefer the 5.7-liter V8 over the base V6. Safety tech includes blind-spot warning, rear cross-traffic warning, and forward-collision warning. A GT trim, with all-wheel drive and a V6 engine, is also available.

Base Price: $27,295-$83,295
Body Styles: coupe
Trim Lines: 392, GT, R/T, SRT, SRT Demon, SRT Hellcat, SXT, T/A
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (305 hp); 5.7-liter V8 (375 hp); 6.2-liter V8 supercharged (707 hp); 6.2-liter V8 supercharged (808 hp); 6.4-liter V8 (485 hp)
Transmissions: 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	198
Width (in.)	76
Height (in.)	57
Wheelbase (in.)	116
Weight (lb.)	4,190
% weight front/rear	54/46

Cargo Measurement

Max. Load (lb.)	865
Cargo Volume, cu.ft.	16.0
Towing Capacity (lb.)	1,000

Fuel
Regular or premium
CR overall mpg 20

Overall Score	51
Predicted Reliability	
Owner Satisfaction	
Road Test Score	70
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION Worse than average			

Dodge Charger

Like its cousin, the Chrysler 300, the Charger is a big, comfortable cruiser with an array of sophisticated technology on tap. It delivers a comfortable ride, and the quiet cabin is well-equipped, making the Charger a bargain luxury sedan. The 3.6-liter V6 and eight-speed automatic work well, and the 370-hp, 5.7-liter Hemi V8 packs more punch at the expense of fuel economy. The power-mad can have a 485-hp 6.4-liter or the Hellcat's 707-hp, supercharged V8. All-wheel drive is optional on mainstream versions. Automatic emergency braking and lane-keeping assist are available. The well-designed UConnect touch-screen infotainment system is optional.

Base Price: $28,995-$66,295
Body Styles: sedan
Trim Lines: Daytona, GT, R/T, SRT, SRT Hellcat, SXT
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (292 hp); 3.6-liter V6 (300 hp); 5.7-liter V8 (370 hp); 6.2-liter V8 supercharged (707 hp); 6.4-liter V8 (485 hp)
Transmissions: 8-speed automatic

Overall Score	63-65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82-85
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 198
Width (in.) 75
Height (in.) 58
Wheelbase (in.) 120
Weight (lb.) 4,335
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 865
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) 1,000
Fuel
Regular or premium
CR overall mpg 20-22

Dodge Durango

Spacious, quiet, and comfortable, the Durango impressively blends workhorse utility with ample creature comforts. It shares its platform with the Jeep Grand Cherokee but is longer and adds a third-row seat. Handling is responsive. The ride is composed and comfortable, making the Durango feel sophisticated and substantial. The slick eight-speed automatic helps make for smooth and prompt power delivery. Most buyers will be satisfied with the V6 engine. The optional UConnect 8.4-inch infotainment system is one of the best, with intuitive operation. Cargo room is generous, and the Durango can tow 1,000 to 2,000 pounds more than competitors can tow. Limited visibility is a downside. An SRT version with 475-hp, 6.4-liter V8 is also available.

Base Price: $29,995-$62,995
Body Styles: 4-door SUV
Trim Lines: Citadel, GT, R/T, SRT, SXT
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.6-liter V6 (295 hp); 5.7-liter V8 (360 hp); 6.4-liter V8 (475 hp)
Transmissions: 8-speed automatic

Overall Score	65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	83
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 200
Width (in.) 76
Height (in.) 71
Wheelbase (in.) 120
Weight (lb.) 5,105
% weight front/rear 50/50
Cargo Measurement
Max. Load (lb.) 1,200
Cargo Volume, cu.ft. 44.0
Towing Capacity (lb.) 6,200
Fuel
Regular
CR overall mpg 18

D

WORSE — BETTER | RECOMMENDED

Dodge Journey

On paper, the midsized Journey SUV may sound compelling, but in our tests we found that it has a confining interior and lacks agility, and the V6 delivers the worst fuel economy in its class. Added to that, it suffers from poor performance in the IIHS small-overlap frontal crash test. But the Journey rides well, the cabin is relatively quiet, and it offers a third-row seat, albeit one that is snug and best for children. The Journey is late in its model run, with discounts commonplace. But don't be tempted. This low-rated model is a poor value anywhere--even at the airport rental lot.

Base Price: $22,795-$34,895
Body Styles: 4-door SUV
Trim Lines: Crossroad, GT, SE, SXT
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.4-liter 4 (173 hp); 3.6-liter V6 (283 hp)
Transmissions: 4-speed automatic; 6-speed automatic

Overall Score	41
Predicted Reliability	
Owner Satisfaction	
Road Test Score	64
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			

NEW CAR PREDICTION Worse than average

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 72
Height (in.) 68
Wheelbase (in.) 114
Weight (lb.) 4,410
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,165
Cargo Volume, cu.ft. 37.0
Towing Capacity (lb.) 2,500
Fuel
Regular
CR overall mpg 16

Fiat 124

The Fiat 124 Spider is essentially a rebadged Mazda Miata, but it's powered by a 160-hp, 1.4-liter turbo four-cylinder from the Fiat stable and gets its own exterior styling. Like the Miata, it can be paired with a six-speed manual or six-speed automatic transmission. Though that's a smaller engine than the Mazda's nonturbo 2.0-liter, the Fiat produces more readily available power. The Fiat has more comfortable seats than the Miata. Different suspension tuning lets the 124 corner with slightly less body lean. But the ride is jumpy over some uneven surfaces and the cabin is very noisy, even with the top up. It takes some time to get used to the Mazda-sourced controls. The sportier Abarth version features more-responsive handling. Like with the Miata, opening and closing the manual top is a breeze. The two-seater cabin is very tight.

Base Price: $24,995-$28,295
Body Styles: convertible
Trim Lines: Abarth, Classica, Lusso
Drive Wheels: Rear
Seating: 2 front
Engines: 1.4-liter 4 turbo (160 hp); 1.4-liter 4 turbo (164 hp)
Transmissions: 6-speed automatic; 6-speed manual

Overall Score	52
Predicted Reliability	
Owner Satisfaction	
Road Test Score	76
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			

NEW CAR PREDICTION Much worse than average

Facts & Figures

Exterior Dimensions
Length (in.) 160
Width (in.) 69
Height (in.) 49
Wheelbase (in.) 91
Weight (lb.) 2,450
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 340
Cargo Volume, cu.ft. 5.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 31

F

Fiat 500

The 500's alert handling, free-revving engine, and crisp-shifting manual make it engaging to drive. For 2018, the standard engine is the 135-hp, 1.4-liter turbo four-cylinder, which provides decent performance. On all versions the ride is choppy and the cabin is noisy. Headroom up front is good, but some will find the narrow cockpit and driving position awkward: The steering wheel doesn't adjust for reach, so it is often too far away, forcing drivers to sit uncomfortably close. The tight rear seats are difficult to access, and the cargo area is minuscule. The convertible top can be pulled back like a sunroof or fully dropped. The sporty Abarth's 160-hp engine is quick and the car grips the road well, while the electric 500e is enjoyable for its silence and efficiency. The 500 hatchback scored a Poor in the IIHS small-overlap crash test.

Base Price: $14,995-$31,800
Body Styles: 2-door hatchback; convertible
Trim Lines: Abarth, e, Lounge, Pop
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: Electric (111 hp); 1.4-liter 4 turbo (135 hp); 1.4-liter 4 turbo (160 hp)
Transmissions: 6-speed automatic; 5-speed manual

Overall Score	45
Predicted Reliability	⏬
Owner Satisfaction	⬇
Road Test Score	66
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major	⏫	*	*
Engine Minor	⬆	*	*
Engine Cooling	⏫	*	*
Transmission Major	⏫	*	*
Transmission Minor	⏫	*	*
Drive System	⏬	*	*
Fuel System	⬆	*	*
Electrical	⬆	*	*
Climate System	⏫	*	*
Suspension	⬆	*	*
Brakes	⬆	*	*
Exhaust	⏫	*	*
Paint/Trim	⬆	*	*
Noises/Leaks	⏫	*	*
Body Hardware	⬇	*	*
Power Equipment	⏬	*	*
In-Car Electronics	⬇	*	*
USED CAR VERDICTS	⏬		
NEW CAR PREDICTION	Much worse than average		⏬

Facts & Figures

Exterior Dimensions
Length (in.) 144
Width (in.) 64
Height (in.) 59
Wheelbase (in.) 91
Weight (lb.) 2,565
% weight front/rear 64/36
Cargo Measurement
Max. Load (lb.) 700
Cargo Volume, cu.ft. 10.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular or premium or electric
CR overall mpg 28

Fiat 500L

This Italian confection feels undercooked and has several significant flaws. It earned a dismal road-test score, thanks in part to a stiff ride, flat seats, and an upright driving position, similar to sitting in an office chair. The 500L also scored a Poor in the IIHS small-overlap frontal test. To its credit, this quasi-wagon responds eagerly in corners and handles securely at its limit, and provides impressive interior space for its size, along with good visibility, super-easy cabin access, and a commendable 27 mpg overall from the 1.4-liter turbo engine. Fortunately, Fiat has dropped the dual-clutch transmission we tested and now equips the 500L with a conventional six-speed automatic. Alas, the 500L is too undeveloped, and its several significant flaws result in it having among the lowest overall and road-test scores in our ratings.

Base Price: $20,995-$23,895
Body Styles: 4-door hatchback
Trim Lines: Lounge, Pop, Trekking
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (160 hp)
Transmissions: 6-speed automatic

Overall Score	30
Predicted Reliability	⏬
Owner Satisfaction	⏬
Road Test Score	50
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		⏬

Facts & Figures

Exterior Dimensions
Length (in.) 167
Width (in.) 70
Height (in.) 66
Wheelbase (in.) 103
Weight (lb.) 3,330
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. 22.5
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 27

F

WORSE — BETTER | RECOMMENDED

Fiat 500X

With its adorable styling you almost want to hug the 500X. But the more time you spend with it, the more its appeal wanes, thanks to its stiff ride, noisy cabin, restricted visibility, annoying vibration when idling, and unsupportive seats. Styled like a burlier Fiat 500, the X is a sister vehicle to the Jeep Renegade, and it shares some of the same virtues and weaknesses. Both models offer two four-cylinder engines: a 160-hp, 1.4-liter turbo and a 180-hp 2.4-liter. Both are mated to a nine-speed automatic that is neither smooth nor responsive. Fuel economy, at 23 mpg overall, is unimpressive for a vehicle this size. The interior has some flair, and there are a number of available features, such as automatic emergency braking, blind-spot warning, and heated seats.

Base Price: $19,995-$27,415
Body Styles: 4-door SUV
Trim Lines: Lounge, Pop, Trekking
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (160 hp); 2.4-liter 4 (180 hp)
Transmissions: 9-speed automatic; 6-speed manual

Overall Score	35
Predicted Reliability	⏬
Owner Satisfaction	⏬
Road Test Score	50
Crash Prevention	Opt.

Reliability History — Trouble Spots	15	16	17
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		⏬

Facts & Figures

Exterior Dimensions
Length (in.) 167
Width (in.) 71
Height (in.) 64
Wheelbase (in.) 101
Weight (lb.) 3,280
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 1,080
Cargo Volume, cu.ft. 19.5
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 23

Ford C-MAX

✔ Based on the compact Focus sedan, the five-passenger C-Max hybrid is a clever, quiet, spacious, and practical hatchback. It rides well and handles capably. The regenerative braking system recharges the battery when slowing the car, helping with fuel economy. But the system makes the brake pedal feel very grabby. The 2.0-liter four-cylinder and electric motor deliver adequate acceleration and seamless transitions between gas and electric power, and the C-Max can run in electric mode up to about 40 mph. We measured an excellent 37 mpg overall with the standard hybrid. Ford's easy-to-use Sync 3 infotainment system is available. The Energi plug-in version was dropped for 2018.

Base Price: $24,120-$27,275
Body Styles: wagon
Trim Lines: Hybrid SE, Hybrid Titanium
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (188 hp)
Transmissions: CVT

Overall Score	75
Predicted Reliability	⏫
Owner Satisfaction	⏫
Road Test Score	77
Crash Prevention	NA

Reliability History — Trouble Spots	15	16	17
Engine Major	⏫	⏫	*
Engine Minor	⏫	⏫	*
Engine Cooling	⏫	⏫	*
Transmission Major	⏫	⏫	*
Transmission Minor	⏫	⏫	*
Drive System	⏫	⏫	*
Fuel System	⏫	⏫	*
Electrical	⏫	⏫	*
Climate System	⏫	⏫	*
Suspension	⏫	⏫	*
Brakes	⏫	⏫	*
Exhaust	⏫	⏫	*
Paint/Trim	⏫	⏫	*
Noises/Leaks	⏫	⏫	*
Body Hardware	⏫	⏫	*
Power Equipment	⏫	⏫	*
In-Car Electronics	⏬	⏬	*
USED CAR VERDICTS	⏫	⏫	
NEW CAR PREDICTION	Better than average		⏫

Facts & Figures

Exterior Dimensions
Length (in.) 174
Width (in.) 72
Height (in.) 64
Wheelbase (in.) 104
Weight (lb.) 3,615
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 28.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 37

Ford EcoSport

The new Ford Fiesta-based EcoSport jumps into the subcompact crossover market, featuring a tall stance and a side-hinged rear hatch door. It offers a either a 1.0-liter turbocharged three-cylinder and 2.0-liter four-cylinder. The 2.0-liter engine comes with standard all-wheel drive. Even with the larger of the two engines, the EcoSport is slow and at 24 mpg overall, fuel economy isn't stellar. Handling, however, is very nimble but the ride is stiff and the cabin is loud. Controls are easy to master, including Ford's Sync 3 infotainment system (Android Auto and Apple CarPlay compatibility are standard). Blind-spot warning with cross-traffic warning is offered on higher trims, but neither forward-collision warning nor automatic emergency braking are available.

Base Price: $19,995-$27,330
Body Styles: 4-door SUV
Trim Lines: S, SE, SES, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.0-liter 3 turbo (123 hp); 2.0-liter 4 (166 hp)
Transmissions: 6-speed automatic

Overall Score	57
Predicted Reliability	!
Owner Satisfaction	^
Road Test Score	61
Crash Prevention	NA

Reliability History	
Trouble Spots	
Engine Major	
Engine Minor	
Engine Cooling	
Transmission Major	
Transmission Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises/Leaks	
Body Hardware	
Power Equipment	
In-Car Electronics	
USED CAR VERDICTS	
NEW CAR PREDICTION Average	!

Facts & Figures

Exterior Dimensions
Length (in.) 161
Width (in.) 70
Height (in.) 65
Wheelbase (in.) 99
Weight (lb.) 3,390
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft.. . . . . 22.5
Towing Capacity (lb.) 2,000
Fuel
Regular
CR overall mpg 24

Ford Edge

The Edge carries itself like a pricier European SUV. Based on the commendable Fusion sedan, the Edge delivers a steady, comfortable ride and confident handling, which make it fun to drive. The 2.0-liter, turbo four-cylinder gets 21 mpg and is more pleasant than the 3.5-liter V6. A twin-turbo, 2.7-liter V6 is offered on the Sport trim. All use a smooth six-speed automatic transmission. Front- and all-wheel-drive versions are available. The quiet cabin wouldn't be out of place in a luxury car. The roomy interior provides comfortable quarters, front and rear, and cargo space is generous. Ford's Sync 3 infotainment system is comprehensive and easy to use. Safety options include blind-spot warning, rear cross-traffic warning, and front and rear cameras. A refreshed Edge with an eight-speed automatic transmission arrives soon.

Base Price: $29,315-$40,770
Body Styles: 4-door SUV
Trim Lines: SE, SEL, Sport, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (245 hp); 2.7-liter V6 turbo (315 hp); 3.5-liter V6 (280 hp)
Transmissions: 6-speed automatic

Overall Score	71
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	84
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	^^	^^	^^
Engine Minor	!	^^	^^
Engine Cooling	^^	^^	^^
Transmission Major	^^	^^	^^
Transmission Minor	^	^^	^^
Drive System	^	^^	^^
Fuel System	^	^^	^^
Electrical	^^	^^	^^
Climate System	^	^^	^^
Suspension	^^	^	^^
Brakes	^^	^^	^^
Exhaust	^^	^^	^^
Paint/Trim	^^	^	^^
Noises/Leaks	!	^	^
Body Hardware	^	^	^^
Power Equipment	^	!	^^
In-Car Electronics	v	!	^
USED CAR VERDICTS	v	!	^
NEW CAR PREDICTION Average			!

Facts & Figures

Exterior Dimensions
Length (in.) 188
Width (in.) 76
Height (in.) 69
Wheelbase (in.) 112
Weight (lb.) 4,205
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 935
Cargo Volume, cu.ft.. . . . . 39.0
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 21

F

WORSE — BETTER | RECOMMENDED

Ford Escape

The Ford Escape has 1.5- and 2.0-liter turbocharged engines with a start/stop system. Unfortunately, fuel economy isn't great with the 1.5-liter, at just 23 mpg overall, and when the engine shuts off at idle the A/C weakens. The fleet-footed Escape has impressive handling prowess, which makes it one of the sportiest models in the small-SUV class. It also has a taut, controlled ride and a quiet interior, but the rear seat is a bit low and the cushion is short. The impressive Sync 3 system is standard. One new feature is Sync Connect, a smartphone app that allows owners to use their cell phone to lock and unlock their Escape, remotely start the engine, and track the vehicle location via GPS. Advanced safety features such as forward-collision warning are optional.

Base Price: $23,940-$33,490
Body Styles: 4-door SUV
Trim Lines: S, SE, SEL, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (179 hp); 2.0-liter 4 turbo (245 hp); 2.5-liter 4 (168 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	178
Width (in.)	72
Height (in.)	66
Wheelbase (in.)	106
Weight (lb.)	3,695
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	34.0
Towing Capacity (lb.)	2,000

Fuel
Regular
CR overall mpg: 23

Overall Score	69
Predicted Reliability	I
Owner Satisfaction	I
Road Test Score	75
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⏫	⏫	⏫
Engine Minor	⏫	⏫	⏫
Engine Cooling	⏫	⏫	⏫
Transmission Major	⏫	⏫	⏫
Transmission Minor	⏫	⏫	⏫
Drive System	⏫	⏫	⏫
Fuel System	⏫	⏫	⏫
Electrical	⏫	⏫	⏫
Climate System	🔼	⏫	⏫
Suspension	⏫	🔼	⏫
Brakes	⏫	⏫	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	⏫	⏫	⏫
Noises/Leaks	I	I	🔼
Body Hardware	🔼	⏫	⏫
Power Equipment	⏫	⏫	⏫
In-Car Electronics	🔼	I	I
USED CAR VERDICTS	I	I	I
NEW CAR PREDICTION Average			I

Ford Expedition

The redesigned 2018 Expedition full-sized SUV shaves more than 200 pounds off its predecessor's weight to improve efficiency and performance, while piling on new comfort, convenience, and safety features. The 3.5-liter, turbocharged V6 engine is mated to a 10-speed automatic transmission and provides effortless motivation. We got 16 mpg overall, which is on par for this class. Handling is rather ungainly, and the ride is a bit stiff. The cabin is quiet and the third-row seat that is truly suitable for adults. Both the second- and third-row seats can be folded flat with the push of a button. The controls are easy to use, including the rotary knob gear selector. Available safety features include automatic braking, lane-keeping assist, active cruise control, and blind-spot monitors that can see all the way to a trailer's flanks. The extended-length version is called MAX.

Base Price: $48,190-$76,175
Body Styles: 4-door SUV; extended SUV
Trim Lines: Limited, MAX Limited, MAX Platinum, MAX XLT, Platinum, XLT
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 turbo (375 hp); 3.5-liter V6 turbo (400 hp)
Transmissions: 10-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	222
Width (in.)	82
Height (in.)	76
Wheelbase (in.)	131
Weight (lb.)	6,035
% weight front/rear	50/50

Cargo Measurement

Max. Load (lb.)	1,510
Cargo Volume, cu.ft.	66.0
Towing Capacity (lb.)	9,300

Fuel
Regular or premium
CR overall mpg: 16

Overall Score	65
Predicted Reliability	I
Owner Satisfaction	🔼
Road Test Score	73
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⏫	⏫	⏫
Engine Minor	⏫	⏫	⏫
Engine Cooling	⏫	⏫	⏫
Transmission Major	⏫	⏫	⏫
Transmission Minor	⏫	⏫	⏫
Drive System	⏫	⏫	⏫
Fuel System	⏫	⏫	⏫
Electrical	⏫	⏫	⏫
Climate System	⏫	⏫	⏫
Suspension	I	⏫	🔼
Brakes	🔼	⏫	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	I	🔼	⏫
Noises/Leaks	🔼	🔼	⏫
Body Hardware	🔼	⏫	⏫
Power Equipment	🔼	⏫	⏫
In-Car Electronics	⏬	I	🔼
USED CAR VERDICTS	I	⏫	⏫
NEW CAR PREDICTION Average			I

F

Ford Explorer

Though it's roomy and quiet, and has a livable third-row seat, the Explorer trails the competition. Handling is ungainly, the ride is not entirely settled, and the nonturbo V6 powertrain is unrefined. The Sport version gets a turbocharged V6 that is quieter and makes the Explorer quicker. Ford's three-row SUV offers a more fuel-efficient 2.3-liter, turbo four-cylinder engine. The top-shelf Platinum trim level is quite luxurious. The front and rear 180-degree cameras have a wash function to keep the lens clean. The Explorer offers a number of optional safety features, including forward-collision warning, blind-spot warning, and lane-keeping assist. The Sync 3 infotainment system is more user-friendly than the previous MyFord Touch.

Base Price: $32,140-$53,940
Body Styles: 4-door SUV
Trim Lines: Base, Limited, Platinum, Sport, XLT
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.3-liter 4 turbo (280 hp); 3.5-liter V6 (290 hp); 3.5-liter V6 turbo (365 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	198
Width (in.)	79
Height (in.)	70
Wheelbase (in.)	113
Weight (lb.)	4,780
% weight front/rear	54/46

Cargo Measurement

Max. Load (lb.)	1,280
Cargo Volume, cu.ft.	42.0
Towing Capacity (lb.)	5,000

Fuel
Regular
CR overall mpg 18

Overall Score	59
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	71
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⏫	⏫	⏫
Engine Minor	⏫	🔼	⏫
Engine Cooling	⏫	⏫	⏫
Transmission Major	⏫	⏫	⏫
Transmission Minor	⏫	⏫	⏫
Drive System	⏫	!	⏫
Fuel System	⏫	🔼	⏫
Electrical	⏫	🔼	⏫
Climate System	🔼	⏫	⏫
Suspension	🔼	⏫	⏫
Brakes	🔼	⏫	⏫
Exhaust	🔼	⏫	⏫
Paint/Trim	🔼	⏫	⏫
Noises/Leaks	🔼	🔼	⏫
Body Hardware	⏫	🔼	⏫
Power Equipment	🔼	!	⏫
In-Car Electronics	🔼	⏬	!
USED CAR VERDICTS	!	⏬	🔼
NEW CAR PREDICTION Average			!

Ford F-150

Ford's big-selling pickup truck has an all-aluminum body, which saves about 700 pounds over its steel-bodied predecessor. Engine choices include a new 3.3-liter V6, 2.7- and 3.5-liter turbo V6s, and a 5.0-liter V8. For 2018, the 2.7-liter and 3.5-liter turbo V6s and the V8 are teamed with a 10-speed automatic transmission. Both turbo V6s are quiet and effortless, lending themselves to towing. Fuel economy is commendable. In our tests the 2.7 got 19 mpg overall. The 2.7 is also surprisingly quick from 0 to 60 mph. The cabin is very quiet, but the ride is stiff and jittery. Handling is ponderous but ultimately secure. We recommend getting the optional Sync 3 infotainment system. The 2018 truck also gets pre-collision assist with pedestrian detection and adaptive cruise control. Diesel and hybrid versions are on the horizon.

Base Price: $27,705-$64,275
Body Styles: crew cab; extended cab; regular cab
Trim Lines: King Ranch, Lariat, Limited, Platinum, Raptor, XL, XLT
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear
Engines: 2.7L V6 turbo (325 hp, 375 hp, 450 hp); 3.0L V6 turbodiesel (250 hp); 3.3L V6 (290 hp); 5.0L V8 (395 hp)
Transmissions: 6-speed automatic; 10-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	232
Width (in.)	80
Height (in.)	77
Wheelbase (in.)	145
Weight (lb.)	5,065
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	1,515
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	7,600

Fuel
Regular or diesel
CR overall mpg 19

Overall Score	72
Predicted Reliability	!
Owner Satisfaction	🔼
Road Test Score	81
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⏫	⏫	⏫
Engine Minor	⏫	⏫	⏫
Engine Cooling	⏫	⏫	⏫
Transmission Major	⏫	⏫	⏫
Transmission Minor	🔼	⏫	⏫
Drive System	⏫	⏫	⏫
Fuel System	🔼	⏫	⏫
Electrical	⏫	⏫	⏫
Climate System	⏫	⏫	⏫
Suspension	⏫	⏫	⏫
Brakes	🔼	⏫	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	⏫	⏫	⏫
Noises/Leaks	!	⏫	⏫
Body Hardware	🔼	🔼	!
Power Equipment	🔼	🔼	⏫
In-Car Electronics	!	!	🔼
USED CAR VERDICTS	!	!	🔽
NEW CAR PREDICTION Average			!

F

WORSE — BETTER | RECOMMENDED

Ford Fiesta

This subcompact has agile handling that makes it fun to drive, and a controlled ride, thanks to a suspension that soaks up most bumps and ruts. Interior fit and finish and equipment levels are among the best of the class, and the cabin is relatively quiet. But the rear seat is very cramped. Our tested 120-hp, 1.6-liter Fiesta with the five-speed manual delivered excellent fuel economy but felt sluggish. A six-speed automated manual tends to cause the car to stumble in stop-and-go traffic. The sporty Fiesta ST version is truly a treat to drive ... if your kidneys can handle the stiff ride. Sync 3 has replaced the MyFord Touch infotainment system.

Base Price: $14,205-$21,285
Body Styles: 4-door hatchback; sedan
Trim Lines: S, SE, ST, Titanium
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (120 hp); 1.6-liter 4 turbo (197 hp)
Transmissions: 5-speed manual; 6-speed manual; 6-speed sequential

Overall Score	42-48
Predicted Reliability	
Owner Satisfaction	
Road Test Score	64-74
Crash Prevention	NA

Reliability History — Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 174
Width (in.) 68
Height (in.) 58
Wheelbase (in.) 98
Weight (lb.) 2,665
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 13.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 29-33

Ford Flex

The boxy Flex combines SUV-like versatility with almost carlike driving dynamics. The interior has plenty of storage bins and cubicles, and provides room for up to seven passengers in three rows. Plus, the Flex's shipping-container shape works well for carrying large cargo. Rear visibility is hampered by the large head restraints. Handling is not particularly nimble, but the ride is comfortable and the cabin remains quiet. The base 3.5-liter V6 gets just 18 mpg overall. Choosing the turbo V6 gives you quicker acceleration at a cost of only 1 mpg. The complicated and distracting MyFord Touch infotainment system has been replaced by the much better Sync 3 system.

Base Price: $30,285-$43,295
Body Styles: 4-door SUV
Trim Lines: Limited, SE, SEL
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.5-liter V6 (287 hp); 3.5-liter V6 turbo (365 hp)
Transmissions: 6-speed automatic

Overall Score	65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	73
Crash Prevention	Opt.

Reliability History — Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 202
Width (in.) 80
Height (in.) 68
Wheelbase (in.) 118
Weight (lb.) 4,820
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 1,160
Cargo Volume, cu.ft. 47.5
Towing Capacity (lb.) 4,500
Fuel
Regular
CR overall mpg 18

F

Ford Focus

Available as a sedan, a hatchback, and an electric version, the Focus feels solid and sophisticated, but it's plagued by a jerky dual-clutch transmission at low speeds. The car is fun to drive, thanks to its agile handling and a controlled ride, with a suspension that does a good job of absorbing impacts from rough surfaces. The cabin is quiet, with good-quality materials for the class. But the driving position is narrow compared with newer competitors. A 123-hp, 1.0-liter three-cylinder turbo is available, but it makes the Focus slow and returns the same 29 mpg overall as the 2.0-liter. We got 107 MPGe in our tested Focus Electric. The user-friendly Sync 3 infotainment system is available. The sporty ST version is quick and fun, and sounds thrilling, and the high-performance AWD RS comes with a 350-hp, turbo four-cylinder.

Base Price: $17,950-$41,120
Body Styles: 4-door hatchback; sedan
Trim Lines: Electric, RS, S, SE, SEL, ST, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: Electric (143 hp); 1.0L 3 turbo (123 hp); 2.0L 4 (160 hp); 2.0L 4 turbo (252 hp); 2.3L 4 turbo (350 hp)
Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual; 6-speed sequential; 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)	179
Width (in.)	72
Height (in.)	58
Wheelbase (in.)	104
Weight (lb.)	2,990
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	13.0
Towing Capacity (lb.)	NR

Fuel
Regular or premium or electric
CR overall mpg 26-107

Overall Score	43-51
Predicted Reliability	
Owner Satisfaction	
Road Test Score	62-76
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			

NEW CAR PREDICTION Much worse than average

Ford Fusion

The Fusion is a delight to drive, with a supple ride and nimble handling reminiscent of a European sports sedan. All trim levels and powertrains feel solid and upscale, with a well-finished and quiet cabin. We found the optional leather seats to be more supportive than the cloth ones, and the rear seat is somewhat snug. The 1.5- and 2.0-liter turbo four-cylinders are powerful enough, but neither has competitive fuel economy. A new high-end version, the Sport, is equipped with all-wheel drive and a 325-hp, 2.7-liter V6. It is quick, comfortable, and quiet, but it costs more than $40,000. The Hybrid and Energi plug-in hybrid were updated with more-efficient electric motors. A rotary shift dial and Ford's improved Sync 3 infotainment system highlight the updates to the interior.

Base Price: $22,215-$41,400
Body Styles: sedan
Trim Lines: Energi Platinum, Energi SE, Energi Titanium, Hybrid Platinum, Hybrid S, Hybrid SE, Hybrid Titanium, Platinum, S, SE, Sport, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5L 4 turbo (181 hp); 2.0L 4 hybrid (188 hp); 2.0L 4 turbo (245 hp); 2.5L 4 (173 hp); 2.7L V6 turbo (325 hp)
Transmissions: 6-speed auto; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	192
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	112
Weight (lb.)	3,505
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	16.0
Towing Capacity (lb.)	1,000

Fuel
Regular
CR overall mpg 22-39

Overall Score	77-79
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80-83
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			

NEW CAR PREDICTION Better than average

F

WORSE — BETTER | RECOMMENDED

Ford Mustang

The Mustang can serve as a daily driver without too much compromise. It is quick, handles nimbly, sounds good with a V8, and has modern infotainment and connectivity. It's been recently updated, which includes Ford retiring the V6 engine, leaving the turbocharged, 2.3-liter four-cylinder and 5.0-liter V8, each available with a new 10-speed automatic transmission. The V8 engine has been reworked to create more power and aid fuel economy. The rear suspension has been revised, and an adjustable suspension is an option. An increased emphasis on personalization enables drivers to set suspension, steering, exhaust sound, and other preferences with a memory setting. A suite of advanced safety features is offered, including forward-collision warning with pedestrian detection, lane-departure warning, and lane-keeping assist.

Base Price: $25,680-$55,940
Body Styles: 2-door hatchback; convertible
Trim Lines: Base, GT, GT Premium, Premium, Shelby GT350, Shelby GT350R
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 2.3-liter 4 turbo (310 hp); 5.0-liter V8 (460 hp); 5.2-liter V8 (526 hp)
Transmissions: 10-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	188
Width (in.)	75
Height (in.)	54
Wheelbase (in.)	107
Weight (lb.)	3,845
% weight front/rear	54/46

Cargo Measurement

Max. Load (lb.)	670
Cargo Volume, cu.ft.	14.0
Towing Capacity (lb.)	1,000

Fuel
Regular
CR overall mpg: 19-25

Overall Score	61-66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	76-84
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Ford Taurus

Ford put styling ahead of interior comfort and driver visibility when it designed the Taurus. We tested it with the 3.5-liter V6, which returned 21 mpg overall. The six-speed automatic can be slow to shift and is not very smooth. Otherwise, the Taurus is quiet, rides comfortably, and has lots of features. Handling is responsive but not sporty, and the turning circle is wide. Thankfully, Ford has replaced the MyFord Touch system with the superior Sync 3 infotainment system. The higher-performance SHO model has standard all-wheel drive, and its 365-hp, turbocharged V6 makes it quick, but it isn't an engaging car to drive.

Base Price: $27,690-$42,865
Body Styles: sedan
Trim Lines: Limited, SE, SEL, SHO
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (288 hp); 3.5-liter V6 turbo (365 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	203
Width (in.)	76
Height (in.)	61
Wheelbase (in.)	113
Weight (lb.)	4,090
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	950
Cargo Volume, cu.ft.	20.0
Towing Capacity (lb.)	1,000

Fuel
Regular or premium
CR overall mpg: 21

Overall Score	67
Predicted Reliability	
Owner Satisfaction	
Road Test Score	72
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Ford Transit Connect

This derivative of the Focus is no minivan substitute, even though it can seat five or seven. With its boxy shape and very tall roof, you'd be challenged to find more passenger space for the money. The steady, supple ride and frisky handling are where the positives end, though. It remains a commercial vehicle at heart, with a lackluster four-cylinder, a low-rent interior, cumbersome folding seats, and a skimpy supply of standard features. Unlike a minivan, it doesn't have power doors or a rear-seat entertainment system, and even Bluetooth connectivity costs extra. The base four-cylinder managed only 21 mpg overall, and we see little indication that the uplevel 1.6-liter, turbocharged four-cylinder engine would be more frugal. A freshened 2019 will have standard automatic emergency braking, two new engines, and an eight-speed automatic.

Base Price: $23,215-$30,530
Body Styles: van; wagon
Trim Lines: Titanium, XL, XLT
Drive Wheels: Front
Seating: 2 front, 3 rear, 2 third
Engines: 1.6-liter 4 turbo (173 hp); 2.5-liter 4 (169 hp)
Transmissions: 6-speed automatic

Overall Score	72
Predicted Reliability	↑
Owner Satisfaction	↓
Road Test Score	76
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major	⇈	⇈	*
Engine Minor	⇈	⇈	*
Engine Cooling	⇈	⇈	*
Transmission Major	⇈	⇈	*
Transmission Minor	!	⇈	*
Drive System	⇈	⇈	*
Fuel System	⇈	!	*
Electrical	⇈	⇈	*
Climate System	!	!	*
Suspension	⇈	⇈	*
Brakes	⇈	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	⇊	⇈	*
Noises/Leaks	↓	⇈	*
Body Hardware	⇈	⇈	*
Power Equipment	⇊	⇈	*
In-Car Electronics	⇈	↓	*
USED CAR VERDICTS	!	↑	
NEW CAR PREDICTION	Better than average	↑	

Facts & Figures

Exterior Dimensions

Length (in.)	190
Width (in.)	72
Height (in.)	72
Wheelbase (in.)	121
Weight (lb.)	3,580
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	1,270
Cargo Volume, cu.ft.	61.0
Towing Capacity (lb.)	2,000

Fuel
Regular
CR overall mpg 21

Genesis G70

The all-new Genesis G70 sport sedan shares a platform with the new Kia Stinger, and represents Hyundai's attempt to take its premium brand into new sales territory. Powering the G70 is a choice of turbo-charged four- or six-cylinder engines. The turbo four-cylinder delivers 252 hp and the turbo V6 boasts an impressive 365 hp. A smooth eight-speed automatic transmission is fitted to both engines. The G70 drives like a sports sedan and has a taut, controlled ride. It's also quiet and the interior is well put together. The dashboard is dominated by the 8-inch infotainment system screen, and the system is compatible with Android Auto and Apple CarPlay. Forward-collision warning, automatic emergency braking, blind-spot warning, and lane-departure warning are available.

Base Price: $40,000-$50,000E
Body Styles: sedan
Trim Lines: 2.0T, 3.3T
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (252 hp); 3.3-liter V6 turbo (365 hp)
Transmissions: 8-speed automatic; 6-speed manual

Overall Score	NA
Predicted Reliability	!
Owner Satisfaction	↑
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average	!	

Facts & Figures

Exterior Dimensions

Length (in.)	184
Width (in.)	73
Height (in.)	55
Wheelbase (in.)	112
Weight (lb.)	3,850
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	905
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	NR

Fuel
Regular or premium
EPA combined mpg 20

WORSE — BETTER | RECOMMENDED

Genesis G80

The Genesis G80, previously known as the Hyundai Genesis, delivers just about every feature and luxury attribute a buyer could imagine for about $10,000 less than its competitors. Offered with a smooth and refined V6 or a potent V8, the G80 also has responsive handling and a comfortable ride, though its agility can't quite match its German rivals. Our tested AWD V6 returned a competitive 20 mpg overall. Controls are refreshingly straightforward for a luxury car. Rear-seat passengers are pampered with amenities, including seat heaters, and space is plentiful. Standard advanced safety features include forward-collision warning with automatic emergency braking, and blind-spot warning. A Sport version with a turbocharged, 3.3-liter V6 is new for 2018.

Base Price: $41,750-$59,500
Body Styles: sedan
Trim Lines: 3.3T Sport, 3.8, 5.0
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.3-liter V6 turbo (365 hp); 3.8-liter V6 (311 hp); 5.0-liter V8 (420 hp)
Transmissions: 8-speed automatic

Overall Score	81
Predicted Reliability	
Owner Satisfaction	
Road Test Score	89
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION Average			

Facts & Figures

Exterior Dimensions
Length (in.) 197
Width (in.) 74
Height (in.) 58
Wheelbase (in.) 119
Weight (lb.) 4,530
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 905
Cargo Volume, cu.ft. 15.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular or premium
CR overall mpg 20

Genesis G90

The flagship sedan from Hyundai's luxury brand, Genesis, is the G90, which features a 5.0-liter V8 or a 3.3-liter turbocharged V6, the better choice of the two. Both are mated to a smooth eight-speed automatic and are available with either rear- or all-wheel drive, addressing a shortcoming of the rear-drive-only Hyundai Equus predecessor. The spacious cabin is decked out in soft materials and trimmed in wood and chrome, but it comes up short on wow factor. The ride is cushy and cosseting; the cabin is super-quiet. Handling is responsive though not sporty. As is typical for this oft-chauffeur-driven class, the backseat is really the place to be. Those in back even get controls in the rear armrest to manage audio and climate settings. A complete suite of advanced safety features is standard.

Base Price: $68,350-$74,350
Body Styles: sedan
Trim Lines: Premium, Ultimate
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.3-liter V6 turbo (365 hp); 5.0-liter V8 (420 hp)
Transmissions: 8-speed automatic

Overall Score	81
Predicted Reliability	
Owner Satisfaction	
Road Test Score	89
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION Average			

Facts & Figures

Exterior Dimensions
Length (in.) 205
Width (in.) 75
Height (in.) 59
Wheelbase (in.) 124
Weight (lb.) 4,820
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 880
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular or premium
CR overall mpg 18

GMC Acadia

The Acadia is a very pleasant three-row SUV, particularly in the Denali trim. The ride is steady and composed, and handling is responsive. The most appropriate engine is the smooth 3.6-liter V6 that returned 19 mpg in our tests, which isn't a standout. A less powerful but still capable 2.5-liter four-cylinder is standard. This family-friendly SUV is very quiet, the front seats are comfortable, and the infotainment system is easy to use. The outboard second-row seats can slide and tilt forward, even with a child seat in place. But many luxury features, such as four-way adjustable lumbar, a power sunroof shade, and auto-up windows, are missing even on our high-end Denali version. Available safety features include forward-collision warning with automatic braking, and blind-spot warning.

Base Price: $29,000-$47,100
Body Styles: 4-door SUV
Trim Lines: All Terrain, Denali, SL, SLE, SLT
Drive Wheels: Front, AWD
Seating: 2 front, 2 rear, 2 third
Engines: 2.5-liter 4 (193 hp); 3.6-liter V6 (310 hp)
Transmissions: 6-speed automatic

Overall Score	57
Predicted Reliability	⏬
Owner Satisfaction	➖
Road Test Score	83
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⏫	⏫	⏫
Engine Minor	⏫	⏫	🔼
Engine Cooling	⏫	⏫	⏫
Transmission Major	⏫	⏫	⏫
Transmission Minor	⏫	⏫	⏫
Drive System	⏫	⏫	🔼
Fuel System	⏫	⏫	⏫
Electrical	⏫	⏫	⏫
Climate System	➖	⏫	🔼
Suspension	⏫	⏫	⏫
Brakes	⏫	⏫	🔼
Exhaust	⏫	⏫	⏫
Paint/Trim	🔼	🔼	⏫
Noises/Leaks	🔼	➖	🔼
Body Hardware	⏫	⏫	⏫
Power Equipment	⏫	⏫	🔼
In-Car Electronics	🔽	🔼	🔽
USED CAR VERDICTS	➖	🔼	⏬
NEW CAR PREDICTION	Much worse than average		⏬

Facts & Figures

Exterior Dimensions

Length (in.)	194
Width (in.)	75
Height (in.)	66
Wheelbase (in.)	113
Weight (lb.)	4,395
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	1,585
Cargo Volume, cu.ft.	40.5
Towing Capacity (lb.)	4,000

Fuel

Regular
CR overall mpg 19

GMC Canyon

GM's small pickups, the Canyon and its Chevrolet Colorado twin, are more maneuverable than full-sized trucks and are better equipped than their Nissan and Toyota competitors. In our tests, the V6 version got 18 mpg overall and the four-cylinder diesel bumped fuel economy to 24 mpg. V6 versions feature a tow-haul mode. A four-cylinder gasoline engine is also available. The ride is rather choppy, but handling is responsive. Rear- and four-wheel-drive versions are available. Inside are the latest electronics, including the MyLink Bluetooth audio system. These are the first small trucks to offer forward-collision and lane-departure warnings. The V6 is now more powerful, and an eight-speed automatic is available.

Base Price: $21,100-$43,600
Body Styles: crew cab; extended cab
Trim Lines: Base, Denali, SLE, SLT
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (200 hp); 2.8-liter 4 turbodiesel (181 hp); 3.6-liter V6 (308 hp)
Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Overall Score	51-53
Predicted Reliability	🔽
Owner Satisfaction	➖
Road Test Score	67-69
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⏫	⏫	⏫
Engine Minor	🔼	🔼	⏫
Engine Cooling	⏫	⏫	⏫
Transmission Major	⏫	⏫	⏫
Transmission Minor	🔼	🔼	⏫
Drive System	🔼	🔼	⏫
Fuel System	🔼	⏫	⏫
Electrical	⏫	⏫	⏫
Climate System	🔽	🔽	⏫
Suspension	➖	⏫	⏫
Brakes	➖	⏫	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	🔼	⏫	⏫
Noises/Leaks	➖	🔼	⏫
Body Hardware	🔼	⏫	⏫
Power Equipment	➖	🔼	🔼
In-Car Electronics	🔼	🔽	⏫
USED CAR VERDICTS	⏬	⏬	🔼
NEW CAR PREDICTION	Worse than average		🔽

Facts & Figures

Exterior Dimensions

Length (in.)	212
Width (in.)	74
Height (in.)	79
Wheelbase (in.)	128
Weight (lb.)	4,500
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	1,555
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	7,000

Fuel

Regular or diesel
CR overall mpg 18-24

G

WORSE — BETTER | RECOMMENDED

GMC Sierra 1500

The Sierra and similar Chevrolet Silverado have relatively responsive handling and a spacious, quiet cabin. Benefits include easy cabin access, intuitive controls, and generous towing and payload capacities. Fuel economy with the 5.3-liter V8 crew cab we tested was 16 mpg overall, but the truck feels a bit sluggish in everyday driving. Other engines are a 4.3-liter V6 and a powerful 6.2-liter V8. Its few shortcomings include a jittery ride and front seats that aren't as supportive as those in certain competitors. Lane-keeping assist is offered, and Android Auto and Apple CarPlay compatibility is available. A redesign comes later in the year.

Base Price: $29,000-$56,300
Body Styles: crew cab; extended cab; regular cab
Trim Lines: Denali, SL, SLE, SLT
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear
Engines: 4.3-liter V6 (285 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
Transmissions: 6-speed automatic; 8-speed automatic

Overall Score	57
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 230
Width (in.) 80
Height (in.) 74
Wheelbase (in.) 144
Weight (lb.) 5,415
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 1,705
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 11,200
Fuel
Regular
CR overall mpg 16

GMC Terrain

The Terrain is a corporate cousin of the Chevrolet Equinox, but a few critical differences compromise it, even though it is positioned as a more premium offering. We found it to be loud and stiff riding, with severely hampered visibility. The base engine is a lackluster 170-hp 1.5-liter, and the uplevel choice is a significantly stronger 252-hp 2.0-liter. The 2.0-liter turbo is mated to a nine-speed automatic that's not the swiftest or the smoothest. Unfortunately, the Terrain's gear selector is controlled by unintuitive-to-operate dash-mounted push buttons. The infotainment system is one of the easier ones to use and comes with Android Auto and Apple CarPlay compatibility. Forward-collision warning, low-speed automatic emergency braking, lane-keeping assist with lane-departure warning, and blind-spot warning are available.

Base Price: $24,995-$39,300
Body Styles: 4-door SUV
Trim Lines: Denali, SL, SLE, SLT
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (170 hp); 1.6-liter 4 turbodiesel (137 hp); 2.0-liter 4 turbo (252 hp)
Transmissions: 6-speed automatic; 9-speed automatic

Overall Score	57
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 72
Height (in.) 65
Wheelbase (in.) 107
Weight (lb.) 3,800
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 985
Cargo Volume, cu.ft. 33.0
Towing Capacity (lb.) 3,500
Fuel
Regular or diesel
CR overall mpg 22

GMC Yukon

This near-twin version of the Chevrolet Tahoe uses a 5.3-liter V8 and six-speed automatic that returns 16 mpg and doesn't feel particularly energetic. Ride and handling are not stellar, although the Magnetic Ride Control suspension on the Denali version improves ride comfort and handling response. The 6.2-liter engine that comes on the Denali is also a meaningful upgrade, but it raises the price considerably. Proper optional equipment gives the Yukon a towing capacity of 8,500 pounds, about the only advantage it has over a car-based SUV. Just as in the Tahoe, the third-row seat is low and tiny. Automatic emergency braking, blind-spot warning, and lane-keeping assist are optional.

Base Price: $49,100-$69,200
Body Styles: 4-door SUV
Trim Lines: Denali, SLE, SLT
Drive Wheels: Rear, AWD, 4WD
Seating: 3 front, 3 rear, 3 third
Engines: 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
Transmissions: 6-speed automatic; 10-speed automatic

Overall Score	53
Predicted Reliability	↓
Owner Satisfaction	↑
Road Test Score	67
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⇈	⇈	⇈
Engine Minor	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈
Transmission Major	↑	⇈	⇈
Transmission Minor	–	⇈	⇈
Drive System	–	⇈	–
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	↑	↑	⇈
Suspension	↓	–	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	–	↑	–
Noises/Leaks	↓	–	–
Body Hardware	↑	⇈	–
Power Equipment	–	↑	⇈
In-Car Electronics	⇊	⇊	⇈
USED CAR VERDICTS	⇊	–	⇊
NEW CAR PREDICTION	Worse than average		↓

Facts & Figures

Exterior Dimensions

Length (in.)	204
Width (in.)	81
Height (in.)	74
Wheelbase (in.)	116
Weight (lb.)	5,635
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	1,580
Cargo Volume, cu.ft.	47.5
Towing Capacity (lb.)	8,200

Fuel
Regular
CR overall mpg 16

GMC Yukon XL

This truck-based SUV is a twin of the Chevrolet Suburban. The third-row seat in the XL is a bit roomier than the one in the shorter GMC Yukon, and there is plenty of cargo room when that row is raised. Power comes from a 5.3-liter V8 and a six-speed automatic that returns 16 mpg and feels slightly sluggish. It's too bad that you have to opt for the expensive Denali version to get the Magnetic Ride Control suspension, which improves ride comfort and handling response. The 6.2-liter engine on the Denali is also a meaningful upgrade, but it significantly increases the price. Properly equipped, the XL can tow 8,500 pounds, its only advantage over a car-based SUV. Lane-keeping assist and Apple CarPlay capability are available.

Base Price: $51,800-$71,900
Body Styles: 4-door SUV
Trim Lines: Denali, SLE, SLT
Drive Wheels: Rear, AWD, 4WD
Seating: 3 front, 3 rear, 3 third
Engines: 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
Transmissions: 6-speed automatic; 10-speed automatic

Overall Score	49
Predicted Reliability	⇊
Owner Satisfaction	↑
Road Test Score	67
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⇈	⇈	*
Engine Minor	⇈	↑	*
Engine Cooling	⇈	⇈	*
Transmission Major	↑	⇈	*
Transmission Minor	⇈	⇈	*
Drive System	↑	⇈	*
Fuel System	⇈	⇈	*
Electrical	⇈	⇈	*
Climate System	↑	↑	*
Suspension	–	⇈	*
Brakes	⇈	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	⇊	↑	*
Noises/Leaks	↓	↓	*
Body Hardware	↑	⇈	*
Power Equipment	↑	⇊	*
In-Car Electronics	⇊	⇊	*
USED CAR VERDICTS	⇊	⇊	
NEW CAR PREDICTION	Much worse than average		⇊

Facts & Figures

Exterior Dimensions

Length (in.)	224
Width (in.)	81
Height (in.)	74
Wheelbase (in.)	130
Weight (lb.)	5,945
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	1,455
Cargo Volume, cu.ft.	62.5
Towing Capacity (lb.)	8,000

Fuel
Regular
CR overall mpg 16

Honda Accord

The Accord has a coupelike silhouette and a lower stance. Two turbocharged, four-cylinder engines are available. The base version is a 1.5-liter that's shared with the Honda CR-V SUV and the Civic compact car. The new 192-hp engine is mated to a CVT, a combination that is mostly unobtrusive and delivers adequate power. The uplevel turbocharged 2.0-liter brings 252 hp and a slick 10-speed automatic transmission but features an unintuitive push-button gear selector. A hybrid version is also available. The new infotainment system is a big improvement, and includes knobs for tuning and volume adjustment. Handling is responsive, and the ride is comfortable. Standard safety equipment includes forward-collision warning, automatic emergency braking, lane-departure warning, and lane-keeping assist.

Base Price: $23,570-$35,800
Body Styles: sedan
Trim Lines: EX, EX-L, Hybrid, LX, Sport, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (192 hp); 2.0-liter 4 hybrid (212 hp); 2.0-liter 4 turbo (252 hp)
Transmissions: 10-speed automatic; 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	192
Width (in.)	73
Height (in.)	57
Wheelbase (in.)	111
Weight (lb.)	3,155
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	17.0
Towing Capacity (lb.)	1,000

Fuel
Regular
CR overall mpg 31

Overall Score	84
Predicted Reliability	
Owner Satisfaction	
Road Test Score	89
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Honda Civic

The Civic is a substantial and capable compact car. The base 2.0-liter engine and optional 1.5-liter turbo both deliver good fuel economy, with the turbo bringing more oomph and readily available power. The continuously variable transmission amplifies the noise of the base engine; it works better with the turbo. The ride is comfortable, handling is precise, and the interior has a lot of storage space. However, the car's low stance means occupants must do the limbo to get in and out. In addition, the front seats lack adjustable lumbar support, which could cause discomfort. We found Honda's infotainment system to be unintuitive on most trims. The Sport version is a four-door hatchback that adds practicality, while the Si version presents a performance bargain. The 306-hp Type-R is a track-ready, high-performance version.

Base Price: $18,840-$28,650
Body Styles: 4-door hatchback; coupe; sedan
Trim Lines: EX, EX-L, EX-T, LX, LX-P, Si, Sport, Sport Touring, Touring, Type R
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (174 hp); 1.5-liter 4 turbo (180 hp); 1.5-liter 4 turbo (205 hp); 2.0-liter 4 (158 hp); 2.0-liter 4 turbo (306 hp)
Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	182
Width (in.)	71
Height (in.)	56
Wheelbase (in.)	106
Weight (lb.)	2,745
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	13.0
Towing Capacity (lb.)	NR

Fuel
Regular or premium
CR overall mpg 31-34

Overall Score	66-67
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74-76
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Honda Clarity

The Clarity comes in three versions: an electric, a plug-in hybrid, and one powered by hydrogen. The plug-In hybrid is the most practical version for everyday use, and has a 48-mile all-electric range before the gas engine kicks in. It takes 2.5 hours to recharge with a 240-volt charger, and 12 hours on 120 volts. The car works well in electric-only mode, but in hybrid mode, the engine makes a loud ruckus. The ride is comfortable, but its handling is rather clumsy. The cabin is roomy but the front seats are uncomfortable because of their short bottom cushion and lack of lower back support. Both forward-collision warning and automatic emergency braking are standard, but there is no true blind-spot warning system that covers both sides. The Clarity also uses Honda's unintuitive push-button gear selector. The electric version has a short EPA-rated range of 89 miles.

Base Price: $33,400-$58,490
Body Styles: sedan
Trim Lines: Electric, Fuel Cell, Plug-in, Plug-in Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (161 hp); Electric (174 hp); 1.5-liter 4 electric (212 hp)
Transmissions: CVT; 1-speed direct

Overall Score	72
Predicted Reliability	!
Owner Satisfaction	^
Road Test Score	72
Crash Prevention	Std./^^

Reliability History	
Trouble Spots	
Engine Major	*
Engine Minor	*
Engine Cooling	*
Transmission Major	*
Transmission Minor	*
Drive System	*
Fuel System	*
Electrical	*
Climate System	*
Suspension	*
Brakes	*
Exhaust	*
Paint/Trim	*
Noises/Leaks	*
Body Hardware	*
Power Equipment	*
In-Car Electronics	*
USED CAR VERDICTS	
NEW CAR PREDICTION	Average !

Facts & Figures

Exterior Dimensions

Length (in.)	193
Width (in.)	74
Height (in.)	58
Wheelbase (in.)	108
Weight (lb.)	4,045
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	16.0
Towing Capacity (lb.)	NR

Fuel
Regular or electric or hydrogen
CR overall mpg 39

Honda CR-V

The CR-V is one of the better models among small SUVs, thanks to its roomy cabin, good fuel economy, and competent handling. The base engine is a 184-hp, 2.4-liter four-cylinder, and EX and above trims sport a 190-hp, 1.5-liter turbo. Both are mated to a continuously variable transmission that works well. Fuel economy is impressive at 28 mpg overall for the EX. Handling is nimble and sure-footed, and the firm ride is steady. Road noise is well-suppressed, and the cabin is reasonably quiet. The interior is very comfortable and roomy, particularly the rear seat, although the seats in the base LX are less supportive. EX and above trims get a standard 7-inch touch-screen infotainment system with Android Auto and Apple CarPlay compatibility, as well as standard automatic emergency braking and blind-spot warning.

Base Price: $24,150-$34,050
Body Styles: 4-door SUV
Trim Lines: EX, EX-L, LX, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (190 hp); 2.4-liter 4 (184 hp)
Transmissions: CVT

Overall Score	83
Predicted Reliability	^^
Owner Satisfaction	^^
Road Test Score	82-83
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	^^	^^	^^
Engine Minor	^^	^^	^^
Engine Cooling	^^	^^	^^
Transmission Major	^^	^^	^^
Transmission Minor	^	^^	^^
Drive System	^	^^	^^
Fuel System	^^	^^	^^
Electrical	^^	^^	^^
Climate System	^^	^^	^^
Suspension	^^	^^	^^
Brakes	^^	^^	^^
Exhaust	^^	^^	^^
Paint/Trim	^^	^^	^^
Noises/Leaks	^	^^	^^
Body Hardware	^^	^^	^^
Power Equipment	^	^^	^^
In-Car Electronics	^	^	!
USED CAR VERDICTS	^	^	^^
NEW CAR PREDICTION	Much better than average ^^		

Facts & Figures

Exterior Dimensions

Length (in.)	181
Width (in.)	73
Height (in.)	67
Wheelbase (in.)	105
Weight (lb.)	3,450
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	36.0
Towing Capacity (lb.)	1,500

Fuel
Regular
CR overall mpg 27-28

WORSE — BETTER | RECOMMENDED

Honda Fit

The Honda Fit subcompact hatchback has always been an appealing urban runabout. Thanks to its clever multi-configurable seating, the Fit delivers versatility similar to that of a small SUV. The Fit gets great fuel economy at 33 mpg overall. But that comes with excessive noise when the continuously variable transmission keeps the engine at high revs. Handling is responsive, but the Fit has a stiff ride. On top of that, the cabin is loud, making the Fit unfit for long drives. Opting for the EX brings a sunroof and paddle shifters; the EX-L includes heated leather seats. The button-free touch-screen radio on EX and higher trims is a constant frustration, and the seats and driving position aren't very comfortable. For 2018 the Fit gets a freshening and offers the Honda Sensing suite of advanced safety features.

Base Price: $16,190-$21,520
Body Styles: 4-door hatchback
Trim Lines: EX, EX-L, LX, Sport
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 (128 hp)
Transmissions: 6-speed manual; CVT

Overall Score	64
Predicted Reliability	●
Owner Satisfaction	●
Road Test Score	67
Crash Prevention	Opt.

Reliability History			
Trouble Spots	**15**	16	17
Engine Major	●●	●●	●●
Engine Minor	●●	●●	●●
Engine Cooling	●●	●●	●●
Transmission Major	●●	●●	●●
Transmission Minor	●●	●●	●●
Drive System	●●	●●	●●
Fuel System	●●	●●	●●
Electrical	●●	●●	●●
Climate System	●●	●	●●
Suspension	●	●●	●●
Brakes	●●	●●	●●
Exhaust	●●	●●	●●
Paint/Trim	●	●●	●●
Noises/Leaks	●	●	●
Body Hardware	●	●	●●
Power Equipment	●	●●	●
In-Car Electronics	●	●	●●
USED CAR VERDICTS	●	●	●
NEW CAR PREDICTION	Average		●

Facts & Figures

Exterior Dimensions
Length (in.) 161
Width (in.) 67
Height (in.) 60
Wheelbase (in.) 99
Weight (lb.) 2,625
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 17.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 33

Honda HR-V

Based on the Fit subcompact, the HR-V gets a versatile, cargo-friendly rear seat that flips up or folds down flat and low. Considerably smaller and less expensive than the CR-V, the HR-V is loud and the ride is stiff. Handling is responsive and secure. Power comes from a 141-hp four-cylinder driving either the front or all four wheels. But the HR-V feels underpowered, an impression amplified by the continuously variable transmission. The Honda's strengths include its excellent 29 mpg overall, very flexible interior, and generous rear seat and cargo room. The front seat is short on support, however. Available premium features include heated leather seats, a sunroof, and keyless entry. We prefer the LX trim over the EX for its simpler audio controls.

Base Price: $19,670-$26,540
Body Styles: 4-door SUV
Trim Lines: EX, EX-L, LX
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 (141 hp)
Transmissions: 6-speed manual; CVT

Overall Score	67
Predicted Reliability	●
Owner Satisfaction	●
Road Test Score	66
Crash Prevention	NA

Reliability History			
Trouble Spots	15	**16**	17
Engine Major		●●	●●
Engine Minor		●●	●●
Engine Cooling		●●	●●
Transmission Major		●●	●●
Transmission Minor		●●	●●
Drive System		●●	●●
Fuel System		●●	●●
Electrical		●●	●●
Climate System		●●	●
Suspension		●●	●●
Brakes		●●	●
Exhaust		●●	●●
Paint/Trim		●	●
Noises/Leaks		●	●●
Body Hardware		●●	●
Power Equipment		●●	●●
In-Car Electronics		●	●
USED CAR VERDICTS		●	●
NEW CAR PREDICTION	Better than average		●

Facts & Figures

Exterior Dimensions
Length (in.) 169
Width (in.) 70
Height (in.) 63
Wheelbase (in.) 103
Weight (lb.) 3,045
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 32.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 29

Honda Insight

Honda took the conventional route with its new, third-generation Insight hybrid: no wacky styling, just a sedan based on the Civic. Under the hood is a 1.5-liter four-cylinder engine that works with an electric drive. The Insight can propel itself on electric power at low speeds, but when the engine kicks in it has a loud, intrusive sound. Thanks to packaging that places the lithium-ion battery under the rear seat, it won't interfere with the 60/40-split folding rear seats, and trunk space. Both forward-collision warning and automatic emergency braking are standard, but a blind-spot warning system that covers both sides of the car is not available. The EX and Touring trims include Apple CarPlay and Android Auto compatibility.

Base Price: $22,830-$28,090
Body Styles: sedan
Trim Lines: EX, LX, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 hybrid (151 hp)
Transmissions: CVT

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History	
Trouble Spots	
Engine Major	
Engine Minor	
Engine Cooling	
Transmission Major	
Transmission Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises/Leaks	
Body Hardware	
Power Equipment	
In-Car Electronics	
USED CAR VERDICTS	
NEW CAR PREDICTION Average	

Facts & Figures

Exterior Dimensions
Length (in.) 184
Width (in.) 72
Height (in.) 56
Wheelbase (in.) 106
Weight (lb.) 3,000
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 15.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
EPA combined mpg 52

Honda Odyssey

The Odyssey packs in refinement, quietness, fuel economy, and a relatively intuitive infotainment system. Its interior is very flexible, with the ability to slide the second-row outboard seats sideways. Several connectivity and storage features keep the entire family happy. The 280-hp, 3.5-liter V6 engine supplies ample power and is teamed with a fairly unobtrusive nine-speed automatic transmission. The top trims, Touring and Elite, get a slicker 10-speed transmission. The engine is smooth, punchy, and hushed, but there is no all-wheel-drive option. The ride is very comfortable, the cabin is quiet, and handling is sound. However, the push-button gear selector is a nuisance to use when parking. The optional 8-inch infotainment touch screen is easier to use than the previous offering, but it can still be distracting.

Base Price: $29,990-$46,770
Body Styles: minivan
Trim Lines: Elite, EX, EX-L, LX, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 (280 hp)
Transmissions: 9-speed automatic; 10-speed automatic

Overall Score	76
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION Average			

Facts & Figures

Exterior Dimensions
Length (in.) 203
Width (in.) 79
Height (in.) 68
Wheelbase (in.) 118
Weight (lb.) 4,490
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,340
Cargo Volume, cu.ft. 71.5
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 22

WORSE — BETTER | RECOMMENDED

Honda Pilot

The Pilot is quick, comfortable, and refined, but it's not exactly a joy to drive. Its three-row seating configuration, roomy cabin, and abundant interior storage make it an extremely functional vehicle. Power comes from a slick 3.5-liter V6 that is rated at 280 hp. We got 20 mpg overall in our tests of an EX-L with the standard six-speed automatic. We found the ride to be comfortable but handling ungainly. The touch-screen infotainment system is frustrating to use. Touring and Elite trims get a nine-speed that doesn't shift very smoothly and is stuck with an unintuitive push-button gear selector. Front- and all-wheel drive are offered, and the optional Honda Sensing safety system includes automatic emergency braking.

Base Price: $30,900-$47,470
Body Styles: 4-door SUV
Trim Lines: Elite, EX, EX-L, LX, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 (280 hp)
Transmissions: 6-speed automatic; 9-speed automatic

Overall Score	74
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Opt.

Reliability History — Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION		Average	

Facts & Figures

Exterior Dimensions
Length (in.) 195
Width (in.) 79
Height (in.) 70
Wheelbase (in.) 111
Weight (lb.) 4,280
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 1,340
Cargo Volume, cu.ft. 48.0
Towing Capacity (lb.) 5,000
Fuel
Regular
CR overall mpg 20

Honda Ridgeline

Honda's smart pickup is built on the same platform as the Honda Pilot and looks more conventional than the previous generation. It retains the uni-body construction, fully independent suspension, and lockable trunk space below the bed floor. Power comes from a slick 3.5-liter V6 engine mated to a six-speed automatic transmission. We got 20 mpg overall in our tests, the best of any non-diesel pickup. Towing capacity is modest at 5,000 pounds, and the bed is shallow. Front- and all-wheel-drive versions are available. Ride and handling are more refined than in conventional pickup trucks, and the cabin is quiet. The available Honda Sensing safety system includes automatic emergency braking.

Base Price: $29,990-$43,420
Body Styles: crew cab
Trim Lines: Black Edition, RT, RTL, RTL-E, RTL-T, RTS, Sport
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (280 hp)
Transmissions: 6-speed automatic

Overall Score	70
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Opt.

Reliability History — Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION		Average	

Facts & Figures

Exterior Dimensions
Length (in.) 210
Width (in.) 79
Height (in.) 71
Wheelbase (in.) 125
Weight (lb.) 4,415
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 1,325
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 5,000
Fuel
Regular
CR overall mpg 20

Hyundai Accent

The Accent is bare-bones transportation and suffers from many of the shortcomings common among subcompacts. Its 1.6-liter four-cylinder engine returned 33 mpg overall in our tests. That is good, but many larger, more substantial compact cars can match that. The engine noise is mostly unobtrusive, but the sluggish acceleration forces the driver to mash the throttle, at which point the engine sounds coarse. The Hyundai doesn't do much to soften bumps and ruts, and road noise fills the cabin. The basic interior features easy-to-use controls. We found the seats to be short on support, and the back seat is tight back seat. Advanced safety features come only on the top Limited trim, which is priced like a compact car, undermining the reason to buy a subcompact.

Base Price: $14,995-$18,895
Body Styles: sedan
Trim Lines: Limited, SE, SEL
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (130 hp)
Transmissions: 6-speed automatic; 6-speed manual

Overall Score	62
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	64
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION Average			!

Facts & Figures

Exterior Dimensions
Length (in.) 173
Width (in.) 68
Height (in.) 57
Wheelbase (in.) 102
Weight (lb.) 2,625
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 14.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 33

Hyundai Elantra

The Elantra is relatively roomy, sparing with fuel, and features intuitive controls. The 2.0-liter four-cylinder returned an excellent 33 mpg overall in our tests but delivers leisurely acceleration and buzzes unpleasantly as revs increase. The Eco version feels more responsive but comes at a $3,000 price premium. Although handling is secure, there isn't much driving excitement. The ride is mostly unobjectionable, but sharp bumps tend to come through noticeably. Road noise is elevated as well. Inside, the front seats in our tested SE are short on lumbar support, though the power seat in the Limited is better. Active safety features and a Sport version with a 1.6-liter, turbo four-cylinder are available. New for 2018 is a GT hatchback version with taut, nimble handling.

Base Price: $16,950-$24,350
Body Styles: 4-door hatchback; sedan
Trim Lines: Eco, Limited, SE, SEL, Sport, Value Edition
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (128 hp); 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp)
Transmissions: 6-speed automatic; 6-speed manual; 7-speed sequential

Overall Score	70
Predicted Reliability	⌃⌃
Owner Satisfaction	!
Road Test Score	66
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⌃⌃	⌃⌃	⌃⌃
Engine Minor	⌃	⌃⌃	⌃⌃
Engine Cooling	⌃⌃	⌃⌃	⌃⌃
Transmission Major	⌃⌃	⌃⌃	⌃⌃
Transmission Minor	⌃⌃	⌃⌃	⌃⌃
Drive System	⌃⌃	⌃⌃	⌃⌃
Fuel System	⌃⌃	⌃⌃	⌃⌃
Electrical	⌃⌃	⌃⌃	⌃⌃
Climate System	⌃	⌃⌃	⌃⌃
Suspension	⌃⌃	⌃⌃	⌃⌃
Brakes	⌃	⌃⌃	⌃⌃
Exhaust	⌃⌃	⌃⌃	⌃⌃
Paint/Trim	⌃⌃	⌃⌃	⌃⌃
Noises/Leaks	⌃⌃	⌃⌃	⌃⌃
Body Hardware	⌃⌃	⌃⌃	⌃⌃
Power Equipment	!	⌃⌃	⌃⌃
In-Car Electronics	⌃	⌃	⌃
USED CAR VERDICTS	!	⌃⌃	⌃⌃
NEW CAR PREDICTION Much better than average			⌃⌃

Facts & Figures

Exterior Dimensions
Length (in.) 180
Width (in.) 71
Height (in.) 57
Wheelbase (in.) 106
Weight (lb.) 2,865
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 14.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 33

Hyundai Ioniq

The Ioniq is the first direct challenger to the Toyota Prius. Evoking the Prius silhouette and hatchback configuration, the Ioniq hybrid matches it as a fuel sipper with 52 mpg overall. Power comes from a 1.6-liter, four-cylinder engine which, paired with the electric drive, puts out a combined 139 hp. The six-speed dual-clutch transmission isn't the smoothest, and there's some delay off the line. Like other hybrids, it can drive on electric power at low speeds. Handling lacks agility, and the ride is a bit unsettled but unobjectionable. Our SEL had unusually long stopping distances for the class. A number of safety features, including automatic emergency braking and blind-spot warning, are available. Android Auto and Apple CarPlay compatibility is standard. There are also plug-in and fully electric versions.

Base Price: $22,200-$27,550
Body Styles: 4-door hatchback
Trim Lines: Blue, Electric, Limited, Plug-in Hybrid, SEL
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (118 hp); 1.6-liter 4 hybrid (139 hp); 1.6-liter 4 electric (164 hp)
Transmissions: 6-speed sequential; 1-speed direct

Overall Score	68
Predicted Reliability	better
Owner Satisfaction	average
Road Test Score	67
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 176
Width (in.) 72
Height (in.) 57
Wheelbase (in.) 106
Weight (lb.) 3,070
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 19.5
Towing Capacity (lb.) . . . . . NR
Fuel
Regular or electric
CR overall mpg 52

Hyundai Kona

The Hyundai Kona joins in the rapidly expanding field of subcompact SUVs. It is one of the better models in that class because of its nimble handling, easy-to-use controls, and good fuel economy. The base engine is a 147-hp, 2.0-liter four-cylinder that comes with a six-speed automatic transmission. That engine actually feels more responsive off the line than the uplevel 175-hp, 1.6-liter turbocharged engine, which is mated to a seven-speed dual-clutch automatic. The Kona has a stiff ride and the cabin gets loud, which are typical of these SUVs. Available safety features include rear cross-traffic warning, high-beam assist, driver-attention warning, and forward-collision warning with automatic braking. Android Auto and Apple CarPlay compatibility is supported.

Base Price: $19,500-$28,700
Body Styles: 4-door SUV
Trim Lines: Limited, SE, SEL, Ultimate
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 turbo (175 hp); 2.0-liter 4 (147 hp)
Transmissions: 6-speed automatic; 7-speed sequential

Overall Score	67
Predicted Reliability	average
Owner Satisfaction	better
Road Test Score	71
Crash Prevention	Opt.

Reliability History			
Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 164
Width (in.) 71
Height (in.) 61
Wheelbase (in.) 102
Weight (lb.) 3,145
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. 22.5
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 26

Hyundai Santa Fe

The 2019 Hyundai Santa Fe replaces the five-passenger Santa Fe Sport, while the current three-row, long-wheelbase Santa Fe continues as the Santa Fe XL. The same four-cylinder engine choices carry over from the Santa Fe Sport, but this engine will now be paired with an eight-speed automatic transmission. A 2.2-liter four-cylinder diesel engine will also be available. New technology will alert drivers to child or pet left in the backseat, and will prevent doors from opening in the path of an oncoming bicycle, motorcycle, or car. Automatic emergency braking is standard on the SE trim and above, along with lane-keeping assist, blind-spot monitoring, rear cross-traffic warning with automatic emergency braking, and forward collision warning.

Base Price: $28,000-$42,000E
Body Styles: 4-door SUV
Trim Lines: 2.2D, Limited, SE, SEL, SEL Plus, Ultimate
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (235 hp); 2.2-liter 4 turbodiesel (190 hp); 2.4-liter 4 (185 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	188
Width (in.)	74
Height (in.)	66
Wheelbase (in.)	109
Weight (lb.)	4,085
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	NA

Fuel
Regular or diesel
CR overall mpg: NA

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Hyundai Santa Fe XL

The XL is the three-row version of the Hyundai Santa Fe for 2019. It is a roomy and comfortable three-row SUV built for family duty. Its 3.3-liter V6 engine is mated to a smooth, responsive six-speed automatic transmission, a combination that attained 20 mpg overall in our tests. Handling is sound and secure. Another plus is the settled, compliant ride that blunts pavement imperfections and lets the SUV sail smoothly on the highway. The well-finished cabin brings a lot of features for the money. Access to the cramped third row is somewhat difficult. Hyundai's updated Blue Link system features remote starting via mobile phones. It is available with advanced safety features such as a multiview camera, automatic emergency braking with pedestrian detection, and lane-departure warning.

Base Price: $30,800-$41,150
Body Styles: 4-door SUV
Trim Lines: LImited, SE, Ultimate
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.3-liter V6 (290 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	193
Width (in.)	74
Height (in.)	67
Wheelbase (in.)	110
Weight (lb.)	4,210
% weight front/rear	56/44

Cargo Measurement

Max. Load (lb.)	1,295
Cargo Volume, cu.ft.	40.5
Towing Capacity (lb.)	5,000

Fuel
Regular
CR overall mpg: 20

Overall Score	75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	81
Crash Prevention	Opt.

Reliability History

Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Hyundai Sonata

This competitive sedan was freshened for 2018 and retains its excellent rear-seat room, easy cabin access, and user-friendly controls. Handling is taut and secure, but the ride is on the firm side and is no longer as comfortable as it used to be. The base 2.4-liter, four-cylinder engine is coupled to a smooth six-speed automatic that returns 28 mpg overall in our tests. A more powerful 2.0-liter turbo mated to an eight-speed automatic is optional. The Eco uses a 1.6-liter, turbo four-cylinder paired with a seven-speed automated manual. Outward visibility is a strong point. Blind-spot warning is standard, and forward-collision warning and automatic emergency braking are optional. Plug-in and hybrid versions are available; the latter returned an impressive 39 mpg overall in our tests. The generous interior makes for a very pleasant sedan.

Base Price: $22,050-$34,350
Body Styles: sedan
Trim Lines: Eco, Hybrid Limited, Hybrid SE, Limited, Plug-in, SE, SEL, SEL+, Sport, Sport+
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6L 4 turbo (178 hp); 2.0L 4 hybrid (193 hp); 2.0L 4 electric (202 hp); 2.0L 4 turbo (245 hp); 2.4L 4 (185 hp)
Transmissions: 6-spd. automatic; 8-spd. automatic; 7-spd. sequential

Facts & Figures

Exterior Dimensions

Length (in.)	191
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	110
Weight (lb.)	3,305
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	905
Cargo Volume, cu.ft.	16.0
Towing Capacity (lb.)	NR

Fuel
Regular
CR overall mpg 28-39

Overall Score	75-78
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80-85
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION Average			

Hyundai Tucson

The Tucson is one of the better small SUVs, provided you skip the base engine and the turbo engine. The former is slow, noisy and can feel strained. The latter is a 1.6-liter turbo four-cylinder that uses a seven-speed automated manual transmission and returned 26 mpg overall, but it suffers from an unpleasant vibration at very low speeds, such as in parking maneuvers. Striking the right balance is a 2.4-liter four-cylinder that's responsive and civilized but may not be a fuel economy champ. Ride comfort, handling agility, and noise suppression are commendable. The rear seat is roomy, and controls are super easy to use. Advanced safety features, including automatic emergency braking and blind-spot warning, are optional.

Base Price: $22,550-$30,825
Body Styles: 4-door SUV
Trim Lines: Limited, SE, SEL, SEL Plus, Sport, Value
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 turbo (175 hp); 2.0-liter 4 (164 hp); 2.4-liter 4 (181 hp)
Transmissions: 6-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	176
Width (in.)	73
Height (in.)	65
Wheelbase (in.)	105
Weight (lb.)	3,475
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	970
Cargo Volume, cu.ft.	29.5
Towing Capacity (lb.)	1,500

Fuel
Regular
CR overall mpg 24-26

Overall Score	56-57
Predicted Reliability	
Owner Satisfaction	
Road Test Score	76-79
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION Worse than average			

Hyundai Veloster

The redesigned Veloster hatchback moves from the Accent platform to the more capable Elantra GT platform, yet retains the original car's unique three-door configuration, with the right-side rear door allowing access to the back seat. The 147-hp, 2.0-liter engine gained a bit more power and the Turbo version returns with the same 201 hp as before. The Veloster N is a high-performance variant with a 275-hp turbocharged four-cylinder, six-speed manual transmission, and track-tuned suspension and brakes. The new interior features a seven-inch color touch-screen infotainment display and standard Android Auto and Apple CarPlay. Automatic emergency braking and forward-collision warning are standard on all trims.

Base Price: $18,100-$23,800
Body Styles: 3-door hatchback
Trim Lines: Base, N, Premium, Turbo, Turbo R-Spec, Turbo Ultimate
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp); 2.0-liter 4 turbo (275 hp)
Transmissions: 6-speed automatic; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	167
Width (in.)	71
Height (in.)	55
Wheelbase (in.)	104
Weight (lb.)	2,855
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	700
Cargo Volume, cu.ft.	20.0
Towing Capacity (lb.)	NR

Fuel
Regular
EPA combined mpg 29

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Infiniti Q50

After a recent freshening, the Q50 is now a competitive luxury sports sedan, available in rear- and all-wheel-drive configurations. Opting for the 3.0t version brings a turbocharged V6 engine at the price that most competitors charge for a turbocharged four-cylinder. The V6, combined with the standard seven-speed automatic transmission, makes the Q50 quick and punchy, but fuel economy falls short at 22 mpg overall. Handling is quite nimble, and the ride is compliant. The cabin and backseat are relatively roomy, but the trunk is small, even for this class. Infiniti's touch-screen infotainment system is cumbersome to use, requiring multiple screen taps for simple tasks. A turbo four-cylinder, a hybrid, and a 400-hp turbo V6 are also available.

Base Price: $35,200-$53,000
Body Styles: sedan
Trim Lines: 2.0t Luxe, 2.0t Pure, 3.0t Luxe, Hybrid Luxe, Red Sport 400, Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (208 hp); 3.0-liter V6 turbo (300 hp); 3.0-liter V6 turbo (400 hp); 3.5-liter V6 hybrid (360 hp)
Transmissions: 7-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	188
Width (in.)	72
Height (in.)	57
Wheelbase (in.)	112
Weight (lb.)	3,875
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	14.0
Towing Capacity (lb.)	NR

Fuel
Premium
CR overall mpg 22

Overall Score	67
Predicted Reliability	
Owner Satisfaction	
Road Test Score	85
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

WORSE — BETTER | RECOMMENDED

Infiniti Q70

Although long in the tooth, the Q70 is still competitive. The lively 330-hp V6 and smooth seven-speed automatic combine to return 21 mpg overall in our tests. A V8 and all-wheel drive are also available. Handling is quite agile, and the steering gives good feedback to the driver. The ride is firm and absorbs bumps well, but some competitors have a softer, more luxurious ride. The Q70 is also behind the times in terms of cabin quietness, partly because of the noticeable engine noise under high revs. Very good interior quality, a roomy rear seat, and easy-to-use controls are positives, although cabin ambience is austere. Blind-spot warning is optional. An extended-length L version with a roomier rear seat is also available. The Q70 might lack some pizazz, but it is a less-expensive alternative to its competitors. The Hybrid version has been discontinued for 2019.

Base Price: $50,300-$67,600
Body Styles: sedan
Trim Lines: 3.7, 5.6, L
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.7-liter V6 (330 hp); 5.6-liter V8 (420 hp)
Transmissions: 7-speed automatic

Overall Score	88
Predicted Reliability	
Owner Satisfaction	
Road Test Score	90
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 195
Width (in.) 73
Height (in.) 59
Wheelbase (in.) 114
Weight (lb.) 3,895
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. 15.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 21

Infiniti QX30

Infiniti's small luxury SUV is based on the Mercedes-Benz GLA. The QX30 uses the GLA's 2.0-liter, turbocharged four-cylinder and seven-speed dual-clutch automatic. The SUV is quick, but power delivery is uneven. It feels lethargic at low engine speeds, then the power comes on abruptly. Handling is agile and very secure, but the ride is stiff and choppy. Road noise is pronounced. The cabin is nicely finished and incorporates some Mercedes switches, buttons, and knobs, and uses Infiniti's infotainment system, which is accessed via a small touch screen or a central rotary controller. The rear seat is cramped, and visibility is wanting, particularly to the rear. For 2018.5 models, standard safety features include automatic emergency braking.

Base Price: $29,950-$38,500
Body Styles: 4-door SUV
Trim Lines: Base, Luxury, Premium, Sport
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (208 hp)
Transmissions: 7-speed sequential

Overall Score	67
Predicted Reliability	
Owner Satisfaction	
Road Test Score	71
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 174
Width (in.) 72
Height (in.) 60
Wheelbase (in.) 106
Weight (lb.) 3,540
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 880
Cargo Volume, cu.ft. 21.5
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 25

Infiniti QX50

The Infiniti QX50 luxury SUV is available with front or all-wheel-drive. It is powered by a 268-hp, 2.0-liter turbocharged four-cylinder mated to a continuously variable transmission. The engine is a variable compression type, which is supposed to deliver the power of a V6 and the fuel economy of a four-cylinder. But in reality that's far from the truth. We were able to get just 22 mpg overall in our tests. Interior fit and finish is impressive and the cabin is quiet and roomy. The QX50 has lackluster but secure handling. While the ride is mostly calm, the stiff run-flat tires accentuate impacts. The ProPilot Assist feature that has adaptive cruise control and lane keeping ability is available. Safety features include forward-collision warning, blind-spot warning, and lane-keeping assist.

Base Price: $36,550-$45,150
Body Styles: 4-door SUV
Trim Lines: Essential, Luxe, Pure
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (268 hp)
Transmissions: CVT

Overall Score	67
Predicted Reliability	↓
Owner Satisfaction	–
Road Test Score	77
Crash Prevention	Std./↑↑

Reliability History

Trouble Spots	15	16	17
Engine Major	*	↑↑	*
Engine Minor	*	↑↑	*
Engine Cooling	*	↑↑	*
Transmission Major	*	↑↑	*
Transmission Minor	*	↑↑	*
Drive System	*	↑↑	*
Fuel System	*	↑↑	*
Electrical	*	↑↑	*
Climate System	*	↑↑	*
Suspension	*	↑↑	*
Brakes	*	↑↑	*
Exhaust	*	↑↑	*
Paint/Trim	*	↑	*
Noises/Leaks	*	↑↑	*
Body Hardware	*	↑↑	*
Power Equipment	*	–	*
In-Car Electronics	*	↓	*
USED CAR VERDICTS		↑	
NEW CAR PREDICTION	Worse than average		↓

Facts & Figures

Exterior Dimensions

Length (in.)	185
Width (in.)	75
Height (in.)	66
Wheelbase (in.)	110
Weight (lb.)	4,155
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	860
Cargo Volume, cu.ft.	30.5
Towing Capacity (lb.)	3,000

Fuel
Premium
CR overall mpg 22

Infiniti QX60

The midsized QX60 is spacious, quiet, and well-finished, with room for seven but without the bulk of a full-sized SUV. The QX60 is based on the Nissan Pathfinder and has a comfortable ride, but handling lacks agility, making the QX feel rather soft and hesitant when taking corners. The Infiniti's 3.5-liter V6 and continuously variable transmission delivered adequate acceleration and returned a so-so 19 mpg overall on premium fuel. A family-friendly feature allows access to the third row even with a child seat installed in the second row. But the second-row seat cushion is very low, compromising thigh support and forcing passengers to sit with their knees high in the air. As part of a recent freshening, the V6 gained 30 more hp and towing capacity was raised to 5,000 pounds.

Base Price: $43,300-$45,100
Body Styles: 4-door SUV
Trim Lines: Base
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.5-liter V6 (295 hp)
Transmissions: CVT

Overall Score	64
Predicted Reliability	↓
Owner Satisfaction	↓
Road Test Score	79
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	↑↑	↑↑	*
Engine Minor	–	↑↑	*
Engine Cooling	↑↑	↑↑	*
Transmission Major	–	↑↑	*
Transmission Minor	–	↑↑	*
Drive System	–	↑↑	*
Fuel System	↑↑	↑↑	*
Electrical	↑	↑↑	*
Climate System	–	↑↑	*
Suspension	↑↑	↑	*
Brakes	–	↑↑	*
Exhaust	↑↑	↑↑	*
Paint/Trim	↓↓	↑↑	*
Noises/Leaks	↓↓	↑	*
Body Hardware	↓	↑↑	*
Power Equipment	–	↑↑	*
In-Car Electronics	–	↓	*
USED CAR VERDICTS	↓↓	↑↑	
NEW CAR PREDICTION	Worse than average		↓

Facts & Figures

Exterior Dimensions

Length (in.)	196
Width (in.)	77
Height (in.)	68
Wheelbase (in.)	114
Weight (lb.)	4,530
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	1,150
Cargo Volume, cu.ft.	39.0
Towing Capacity (lb.)	5,000

Fuel
Premium
CR overall mpg 19

WORSE — BETTER | RECOMMENDED

Infiniti QX80

Freshened for 2018, the QX80 large SUV has a plush, luxurious, and quiet interior. We liked the supple ride but found this big barge to be ungainly, with cumbersome handling in everyday driving, although it was ultimately secure in emergency maneuvers. The seven-speed automatic and 400-hp, 5.6-liter V8 provide smooth and strong performance, but it chugs premium fuel and returned just 15 mpg overall. The tall step-up to the cabin makes climbing in or out an ungracious affair. Cargo volume is plentiful, and the small, power-folding third-row seat comes in handy to carry two kids. Electronic safety aids include blind-spot warning and rear automatic emergency braking. The Nissan Armada is essentially the same vehicle but costs less.

Base Price: $64,750-$67,850
Body Styles: 4-door SUV
Trim Lines: Base
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 5.6-liter V8 (400 hp)
Transmissions: 7-speed automatic

Overall Score	57
Predicted Reliability	⌄
Owner Satisfaction	!
Road Test Score	68
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ⌄		

Facts & Figures

Exterior Dimensions
Length (in.) 208
Width (in.) 80
Height (in.) 76
Wheelbase (in.) 121
Weight (lb.) 5,990
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 1,590
Cargo Volume, cu.ft. 49.5
Towing Capacity (lb.) 8,500
Fuel
Premium
CR overall mpg 15

Jaguar E-Pace

The small E-Pace is stylish and nimble. All versions are powered by a 2.0-liter turbo four, mated to a nine-speed automatic transmission and all-wheel drive. Power delivery is uneven, either lethargic or overly gushing. The Jag got 21 mpg overall, which is not very good for the class. Handling is agile with sharp steering, making it fun to drive. The ride, however is stiff and nervous. Controls, including the touch-screen for the infotainment system are a bit cumbersome but manageable. Visibility is wanting. Interior ambience is too ordinary and not befitting a car in this class. Forward-collision warning, low-speed automatic emergency braking, and lane-keeping assist come standard. Driver assist features, such as adaptive cruise control and blind-spot warning, are optional.

Base Price: $38,600-$53,550
Body Styles: 4-door SUV
Trim Lines: Base, First Edition, HSE, S, SE
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (246 hp); 2.0-liter 4 turbo (296 hp)
Transmissions: 9-speed automatic

Overall Score	48
Predicted Reliability	⌄
Owner Satisfaction	^
Road Test Score	69
Crash Prevention	Std./!

Reliability History			
Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average ⌄		

Facts & Figures

Exterior Dimensions
Length (in.) 173
Width (in.) 82
Height (in.) 65
Wheelbase (in.) 106
Weight (lb.) 4,130
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 21.5
Towing Capacity (lb.) 3,970
Fuel
Premium
CR overall mpg 21

Jaguar F-Pace

Jaguar's first SUV is based on a rear-wheel-drive platform shared with the XE and XF. The F-Pace is quick, thanks to its 340-hp, supercharged 3.0-liter V6, but the omnipresent engine drone quickly becomes tiring. The S uses a 380-hp version of this engine. A 2.0-liter turbo is now the base engine, and a diesel is also available. All versions come with a smooth eight-speed automatic and all-wheel drive. The taut and nimble F-Pace is one of the best-handling SUVs, contributing to the lively driving experience. However, the ride is stiff and choppy. The seats are comfortable, but interior quality isn't as impeccable as in the German competitors. The infotainment system is behind the times, utilizing a slow and fussy touch screen. The A/C system isn't always up to the task. Active safety features are available if you opt for the vision package.

Base Price: $42,065-$63,200
Body Styles: 4-door SUV
Trim Lines: Base, Portfolio, Premium, Prestige, R Sport, S
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (247 hp); 2.0-liter 4 turbo (296 hp); 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	186
Width (in.)	87
Height (in.)	66
Wheelbase (in.)	113
Weight (lb.)	4,350
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	960
Cargo Volume, cu.ft.	28.5
Towing Capacity (lb.)	5,290

Fuel
Premium or diesel
CR overall mpg 20

Overall Score	47
Predicted Reliability	⏬
Owner Satisfaction	⏫
Road Test Score	72
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			⏫
Engine Minor			⏫
Engine Cooling			⏫
Transmission Major			⏫
Transmission Minor			⏫
Drive System			!
Fuel System			🔼
Electrical			⏫
Climate System			🔼
Suspension			⏫
Brakes			⏫
Exhaust			⏫
Paint/Trim			⏫
Noises/Leaks			!
Body Hardware			⏫
Power Equipment			⏫
In-Car Electronics			⏬
USED CAR VERDICTS			⏬
NEW CAR PREDICTION	Much worse than average		⏬

Jaguar F-Type

Jaguar's two-seat F-Type coupe and convertible are quick, sporty, and capable, with a distinct exhaust bark emanating from the V8. But don't expect tranquility in the mold of the old XK, which was a more luxury-oriented car. Rear-drive V6 models are available with a stiff-shifting six-speed manual transmission. A smooth eight-speed automatic is standard and is the only gearbox available with the V8. All-wheel drive is optional, and electric power steering has replaced the hydraulic setup. The F-Type also gets Jaguar's JustDrive smartphone app, which builds on the new InControl touch-screen infotainment system. The touch screen is rather slow to respond, and the automatic transmission's gear selector is unintuitive. A turbocharged four-cylinder model is new for 2018.

Base Price: $60,750-$125,850
Body Styles: convertible; coupe
Trim Lines: R, SVR, V6, V6 S
Drive Wheels: Rear, AWD
Seating: 2 front
Engines: 2.0-liter 4 turbo (296 hp); 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp); 5.0-liter V8 supercharged (550 hp); 5.0-liter V8 supercharged (575 hp)
Transmissions: 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	176
Width (in.)	74
Height (in.)	52
Wheelbase (in.)	103
Weight (lb.)	3,520
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	420
Cargo Volume, cu.ft.	7.0
Towing Capacity (lb.)	NR

Fuel
Premium
EPA combined mpg 23

Overall Score	NA
Predicted Reliability	🔽
Owner Satisfaction	🔼
Road Test Score	NA
Crash Prevention	Std./!

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		🔽

J

WORSE — BETTER | RECOMMENDED

Jaguar I-Pace

The new Jaguar I-Pace all-electric crossover goes on sale in fall 2018. The five-passenger I-Pace has an estimated range of 240 miles, and it will be able to sprint from 0-60 in 4.5 seconds. Using a DC fast charger, the I-Pace can reach an 80 percent charge in 40 minutes, while a full charge from a household outlet takes a little less than 13 hours. By comparison, the Tesla Model 3 sedan with optional long-range battery got 310 miles in our tests. The all-wheel drive, five-passenger I-Pace features a 90-kWh lithium-ion battery and twin electric motors. A panoramic glass roof is standard, as are high-end interior appointments, and a dual-screen infotainment system.

Base Price: $69,500-$85,900
Body Styles: 4-door SUV
Trim Lines: First Edition, HSE, S, SE
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: Electric (394 hp)
Transmissions: 1-speed direct

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History			
Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 184
Width (in.) 75
Height (in.) 61
Wheelbase (in.) 118
Weight (lb.) 4,785
% weight front/rear 50/50
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) . . . . . NA
Fuel
Electric
EPA combined mpg . . . . . NA

Jaguar XE

The XE is an athletic compact luxury sports sedan that's fun to drive, thanks to its quick, communicative steering and tight body control. The 2.0-liter, four-cylinder, 247-hp turbo engine is responsive but a bit raspy sounding, and gets 25 mpg when coupled with AWD; it's also available in rear-wheel drive. A diesel engine is available, but it's the 380-hp supercharged V6 that provides real punch. The eight-speed automatic transmission shifts smoothly. The ride is steady yet comfortable. Interior quality, however, is not befitting the class or price, with some cheap touches and sharp edges. The rear seat is extremely tight, and the infotainment system is rather distracting. A host of advanced active safety and driver-assistance features are available.

Base Price: $35,725-$59,410
Body Styles: sedan
Trim Lines: Base, Portfolio, Premium, Prestige, R-Sport, S
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (247 hp); 2.0-liter 4 turbo (296 hp); 3.0-liter V6 supercharged (380 hp)
Transmissions: 8-speed automatic

Overall Score	50
Predicted Reliability	
Owner Satisfaction	
Road Test Score	69
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 184
Width (in.) 77
Height (in.) 56
Wheelbase (in.) 112
Weight (lb.) 3,770
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium or diesel
CR overall mpg 25

Jaguar XF

The XF is the sportiest midsized luxury sedan. It's taut and agile, with lively steering, yet possesses a supple and composed ride. The 340-hp supercharged V6 is punchy but may have too much of a growling sound for a luxury car. A more powerful 380-hp version is also available. We got 21 mpg overall with our all-wheel-drive XF. The front and rear seats are very comfortable, and the trunk is large. But interior ambience is a bit austere for a Jaguar, and the standard infotainment system is slow and somewhat fussy. The air-conditioning system is rather wimpy. The 2018 model year brings a new 2.0-liter, turbocharged four-cylinder engine, and a wagon version called Sportbrake with a 380-hp V6 supercharged engine and all-wheel drive.

Base Price: $47,775-$72,100
Body Styles: sedan
Trim Lines: Base, Portfolio, Premium, Prestige, R-Sport, S
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (247 hp); 2.0-liter 4 turbo (296 hp); 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	195
Width (in.)	78
Height (in.)	58
Wheelbase (in.)	117
Weight (lb.)	4,175
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	960
Cargo Volume, cu.ft.	19.0
Towing Capacity (lb.)	NR

Fuel

Premium or diesel

CR overall mpg	21

Overall Score	58
Predicted Reliability	↓
Owner Satisfaction	↑
Road Test Score	83
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION Worse than average ↓

Jaguar XJ

The capable, luxurious XJ has graceful, nimble handling and a supple, steady ride. Its 470-hp V8 engine makes the big sedan very quick, but most versions have the supercharged V6 with all-wheel drive. The plush, quiet interior is crafted with genuine wood trim, copious amounts of leather, and abundant chrome details. But certain controls are confusing. The complex touch screen for the climate, audio, and navigation systems responds slowly and takes some getting used to. Our tested long-wheelbase XJL has a sumptuous backseat, but the low roofline impedes headroom and access, and the trunk is small. A new XJR performance version, along with safety features such as automatic emergency braking and lane-keeping assist, has been added to the 2018 model.

Base Price: $75,400-$122,400
Body Styles: sedan
Trim Lines: R-Sport, Supercharged, XJL Portfolio, XJL Supercharged, XJR575
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 supercharged (340 hp); 5.0-liter V8 supercharged (470 hp); 5.0-liter V8 supercharged (575 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	207
Width (in.)	75
Height (in.)	57
Wheelbase (in.)	124
Weight (lb.)	4,200
% weight front/rear	51/49

Cargo Measurement

Max. Load (lb.)	880
Cargo Volume, cu.ft.	15.0
Towing Capacity (lb.)	NR

Fuel

Premium

CR overall mpg	19

Overall Score	58
Predicted Reliability	↓
Owner Satisfaction	↑
Road Test Score	82
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION Worse than average ↓

WORSE — BETTER | RECOMMENDED

Jeep Cherokee

Jeep has freshened its compact Cherokee SUV, replacing the controversial headlights, tweaking the exterior, and adding a turbocharged four-cylinder engine. The base 2.4-liter four-cylinder is slow and returns lousy fuel economy for the class. The 3.2-liter V6 is more appealing. A 270-hp, 2.0-liter turbocharged four-cylinder is new, but it is noisy and suffers from a considerable delay when starting from a stop. The Cherokee has competent handling but the SUV is short on agility, and the ride jittery. The rear seat is roomy, and controls are intuitive with the Uconnect system. Limited trims can be fitted with high-end amenities. The Trailhawk is features some off-road motifs mostly for looks. Available safety systems require buyers invest in an option package or step up a couple trim levels.

Base Price: $23,995-$37,775
Body Styles: 4-door SUV
Trim Lines: Latitude, Latitude Plus, Limited, Overland, Trailhawk
Drive Wheels: Front, AWD, 4WD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (270 hp); 2.4-liter 4 (180 hp); 3.2-liter V6 (271 hp)
Transmissions: 9-speed automatic

Overall Score	64
Predicted Reliability	●
Owner Satisfaction	●
Road Test Score	68
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	●●	●●	●●
Engine Minor	●	●●	●●
Engine Cooling	●●	●●	●●
Transmission Major	●	●●	●●
Transmission Minor	●●	●	●
Drive System	●●	●●	●●
Fuel System	●●	●●	●●
Electrical	●●	●●	●●
Climate System	●	●●	●●
Suspension	●●	●●	●
Brakes	●	●●	●●
Exhaust	●●	●●	●●
Paint/Trim	●●	●●	●●
Noises/Leaks	●	●	●
Body Hardware	●●	●●	●●
Power Equipment	●	●	●
In-Car Electronics	●●	●	●
USED CAR VERDICTS	●●	●	●
NEW CAR PREDICTION	Average		●

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 73
Height (in.) 66
Wheelbase (in.) 106
Weight (lb.) 4,070
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 31.0
Towing Capacity (lb.) 4,500
Fuel
Regular or premium
CR overall mpg 23

Jeep Compass

The Compass, which slots above the Renegade and below the Cherokee, is not competitive with its peers. Power comes from a 180-hp, 2.4-liter four-cylinder, an engine we found to be unrefined and sluggish. Most versions have the nine-speed automatic, which is neither smooth nor responsive. Handling isn't agile, although the Jeep is secure when pushed. The ride is rather stiff and jittery. The rear seat is too low and flat. The optional 8.4-inch Uconnect infotainment system is excellent. Available safety features include forward-collision warning, lane-departure warning, and blind-spot warning. The Trailhawk is designed to look more off-road-ready, but the Compass is not intended for such demanding conditions. Overall, other than the allure of the Jeep brand, the Compass trails the competition in several important metrics.

Base Price: $20,995-$29,095
Body Styles: 4-door SUV
Trim Lines: Latitude, Limited, Sport, Trailhawk
Drive Wheels: Front, AWD, 4WD
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (180 hp)
Transmissions: 6-speed automatic; 9-speed automatic; 6-speed manual

Overall Score	50
Predicted Reliability	●
Owner Satisfaction	●
Road Test Score	56
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		●

Facts & Figures

Exterior Dimensions
Length (in.) 173
Width (in.) 74
Height (in.) 65
Wheelbase (in.) 104
Weight (lb.) 3,525
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. 27.5
Towing Capacity (lb.) 2,000
Fuel
Regular
CR overall mpg 24

Jeep Grand Cherokee

The Grand Cherokee has a solid, upscale interior; comfortable seats; and a mostly compliant and controlled ride, all of which endow it with a premium, substantial feel. Handling is competent, fit and finish is excellent, and the eight-speed automatic shifts smoothly. The standard 3.6-liter V6 returned just 18 mpg, though. We also tested the diesel powertrain, which racked up 24 mpg overall. Two V8s, a 5.7-liter and the SRT's 6.4-liter, are optional. The Trackhawk version has a 707-hp, 6.2-liter supercharged V8 engine. The Uconnect infotainment system, with its large, well-labeled touch screen, is one of the best we've tested. Appropriately optioned, the Jeep makes a good tow vehicle or a capable off-roader. Recent updates included engine stop-start for the revised V6, Siri Eyes Free, and an easier-to-use shift lever.

Base Price: $30,695-$86,000
Body Styles: 4-door SUV
Trim Lines: Altitude, Laredo, Limited, Overland, SRT, Sterling Edition, Summit, Trackhawk, Trailhawk
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbodiesel (240 hp); 3.6-liter V6 (295 hp); 5.7-liter V8 (360 hp); 6.2-liter V8 supercharged (707 hp); 6.4-liter V8 (475 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	190
Width (in.)	77
Height (in.)	68
Wheelbase (in.)	115
Weight (lb.)	4,900
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	1,050
Cargo Volume, cu.ft.	36.5
Towing Capacity (lb.)	6,200

Fuel
Regular or premium or diesel
CR overall mpg 18-24

Overall Score	59-62
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80-84
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Jeep Renegade

Built in Italy, the subcompact Renegade looks enticingly cute but is bogged down by a nine-speed automatic that's neither smooth nor responsive. Fuel economy with the 2.4-liter was 24 mpg overall. Handling is uninspiring, and the ride is unremarkable. Idle vibration and an overly touchy brake pedal also mar the driving experience. The Trailhawk version offers a token amount of off-road capability. Wrangler-like open-air driving is possible with the optional removable sunroofs. Optional safety features include forward-collision and lane-departure warning, blind-spot monitoring, and rear cross-path detection. Chrysler's easy-to-use Uconnect infotainment system is available.

Base Price: $18,445-$27,145
Body Styles: 4-door SUV
Trim Lines: Deserthawk, Latitude, Limited, Sport, Trailhawk
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (160 hp); 2.4-liter 4 (180 hp)
Transmissions: 9-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	167
Width (in.)	71
Height (in.)	66
Wheelbase (in.)	101
Weight (lb.)	3,360
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	985
Cargo Volume, cu.ft.	30.5
Towing Capacity (lb.)	2,000

Fuel
Regular
CR overall mpg 24

Overall Score	44
Predicted Reliability	
Owner Satisfaction	
Road Test Score	56
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

WORSE — BETTER | RECOMMENDED

Jeep Wrangler

The redesigned 2018 Jeep Wrangler (now known as the JL) represents a big improvement to the off-roading icon while remaining true to its heritage. The essential Wrangler hallmarks remain, with a body-on-frame construction and solid axles. It is available in two-door and extended-length four-door configurations. There is a multitude of options that can quickly drive up the price. The V6 engine provides strong acceleration, and the eight-speed automatic transmission shifts smoothly. The Wrangler's handling is better than before, but still lacks precision. The ride is stiff and jiggly, and there's lots of wind noise at highway speeds. Other than blind-spot warning and rear cross-traffic warning, no advance safety features are offered. A 2.0-liter turbo engine arrives this summer, and a diesel engine will come in 2019.

Base Price: $27,495-$40,995
Body Styles: 2-door SUV; 4-door SUV
Trim Lines: Rubicon, Sahara, Sport, Sport S
Drive Wheels: 4WD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (270 hp); 3.0-liter V6 turbodiesel (260 hp); 3.6-liter V6 (285 hp)
Transmissions: 8-speed automatic; 6-speed manual

Overall Score	34
Predicted Reliability	
Owner Satisfaction	
Road Test Score	36
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 188
Width (in.) 74
Height (in.) 74
Wheelbase (in.) 118
Weight (lb.) 4,440
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 41.5
Towing Capacity (lb.) 3,500
Fuel
Regular or premium or diesel
CR overall mpg 18

Kia Cadenza

The Cadenza is a competent large sedan that flies under the radar. It is considerably bigger than the Optima and competes with the Chevrolet Impala and Toyota Avalon. The car is roomy and quiet, with easy-to-use controls. The ride is pleasant enough, though not particularly plush. Handling is secure when the car is pushed to its limits, but the Cadenza is better suited to long-distance cruising. The 290-hp, 3.3-liter V6 is slick and powerful, and the eight-speed automatic shifts smoothly. We got 24 mpg overall. Higher-end Limited versions include additional soft surfaces and more-luxurious leather seats. Automatic emergency braking and lane-departure warning are available, but only in upper trim versions that cross the $40,000 mark.

Base Price: $32,290-$44,690
Body Styles: sedan
Trim Lines: Limited, Premium, Technology
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 3.3-liter V6 (290 hp)
Transmissions: 8-speed automatic

Overall Score	85
Predicted Reliability	
Owner Satisfaction	
Road Test Score	91
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 74
Height (in.) 58
Wheelbase (in.) 112
Weight (lb.) 3,725
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 905
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 24

Kia Forte

The Forte was already one of CR's top-rated compact cars, and with this redesign Kia promises a more spacious cabin, better fuel economy, and improved interior technology. The Forte keeps the previous car's 147-hp four-cylinder, but Kia says switching to a CVT will help the car manage an EPA-rated 35 mpg overall--a three-mpg improvement. Increased legroom comes courtesy of an extra 3 inches in overall length. The suspension was reworked for better agility, a trait lacking in the last Forte. An 8-inch touch-screen infotainment system comes standard, with Android Auto and Apple CarPlay. Available advanced safety features include automatic emergency braking, forward-collision warning, blind-spot warning, and lane-keeping assist. The new Forte goes on sale this summer.

Base Price: $16,000-$22,000E
Body Styles: sedan
Trim Lines: EX, LX, S
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (147 hp)
Transmissions: 6-speed manual; CVT

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 183
Width (in.) 71
Height (in.) 57
Wheelbase (in.) 106
Weight (lb.) 2,815
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. 15.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
EPA combined mpg 35

Kia K900

The redesigned, second-generation K900 serves as the flagship sedan for Kia. It is positioned as a value-driven luxury car that promises the features and experience found in prestige-brand rivals at a significantly lower cost. It is motivated by a 3.3-liter twin-turbo V6, producing 365 hp. This Stinger-shared engine is paired with an eight-speed automatic transmission. Power is routed as needed via an all-wheel-drive system. Kia says the K900 is quieter than before. The well-appointed interior offers large screens, plus a 9.7-inch head-up display. The comprehensive suite of safety systems has a some interesting features, such as a live video feed of adjacent lanes activated by the turn signal, driver attention monitor, and an exit assist that watches for potential hazards when opening a door.

Base Price: $40,000-$50,000E
Body Styles: sedan
Trim Lines: 3.3T
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.3-liter V6 turbo (365 hp)
Transmissions: 8-speed automatic

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 202
Width (in.) 75
Height (in.) 59
Wheelbase (in.) 122
Weight (lb.) 4,555
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg . . . . . NA

WORSE — BETTER | RECOMMENDED

Kia Niro

Kia's five-passenger Niro marries good fuel economy with cargo versatility. This front-wheel-drive hybrid uses a 1.6-liter, four-cylinder engine, which, in conjunction with the electric drive unit, puts out a combined 139 hp. This combo is mated to a six-speed dual-clutch transmission. Having the lithium-ion battery located under the rear seat creates a flat cargo floor when the rear seats are folded. We got 43 mpg overall, which is good but not as impressive as the Hyundai Ioniq or Toyota Prius. The handling lacks agility, and the ride is a bit choppy. The optional power driver seat provides better support than the standard seats. A suite of advanced safety features is available, including automatic emergency braking, blind-spot warning, and rear cross-traffic warning, but that tends to push the price to above $30,000.

Base Price: $23,340-$32,000
Body Styles: wagon
Trim Lines: EX, EX Premium, FE, LX, Plug-in Hybrid, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 hybrid (139 hp)
Transmissions: 6-speed sequential

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	65
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 172
Width (in.) 71
Height (in.) 60
Wheelbase (in.) 106
Weight (lb.) 3,155
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 26.5
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 43

Kia Optima

Kia's midsized sedan packs a lot of substance and value. It drives nicely, with a firm yet absorbent ride and responsive, secure handling. The 2.4-liter four-cylinder is pleasant and returned 28 mpg overall in our tests; the uplevel 2.0-liter turbo-four packs more punch. A 1.6-liter four-cylinder mated to a seven-speed dual-clutch transmission is also available. Both hybrid and plug-in hybrid versions are available. The EX trim features comfortable leather seats, automatic climate control, a roomy rear seat, and heating for the seats and steering wheel. The controls are very intuitive to use, but the low-mounted dash vents tend to blow more air on your hands. Blind-spot warning and rear cross-traffic warning are standard. But forward-collision warning and automatic emergency braking are optional and only on top trims.

Base Price: $22,600-$35,210
Body Styles: sedan
Trim Lines: EX, Hybrid, Hybrid EX, LX, Plug-in EX, S, SX, SX Limited
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 turbo (178 hp); 2.0-liter 4 hybrid (193 hp); 2.0-liter 4 electric (202 hp); 2.0-liter 4 turbo (245 hp); 2.4-liter 4 (185 hp)
Transmissions: 6-speed automatic; 7-speed sequential

Overall Score	81
Predicted Reliability	
Owner Satisfaction	
Road Test Score	86
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 191
Width (in.) 73
Height (in.) 58
Wheelbase (in.) 110
Weight (lb.) 3,300
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 905
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 28

Kia Rio

The Rio is one of the better subcompact cars, but it's still basic transportation. It is a loud car, with a stiff ride and leisurely acceleration from its 1.6-liter engine. We got 33 mpg overall in our tests. That's good, but many more-substantial compact cars also achieve that mileage. The Rio's ride doesn't soften most bumps, and the car moves in choppy motions over uneven roads. We found the Rio has safe, competent handling. The interior is basic, the front seats are short on support, and the rear seat is tight, but the easy to use controls are a high point. Android Auto and Apple CarPlay compatibility only comes on the EX trim, which is the only trim where the advanced safety features come standard (they're not even available on other trims). Because the EX trim is close to the price of a compact car, it's another reason not to buy the Rio.

Base Price: $13,900-$18,700
Body Styles: 4-door hatchback; sedan
Trim Lines: EX, LX, S
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (130 hp)
Transmissions: 6-speed automatic; 6-speed manual

Overall Score	59
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	61
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 173
Width (in.) 68
Height (in.) 57
Wheelbase (in.) 102
Weight (lb.) 2,575
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 14.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 33

Kia Sedona

The Sedona is available in seven- or eight-passenger seating capacities. Under the hood is a smooth and refined 276-hp, 3.3-liter V6 engine matched with a six-speed automatic. The roomy cabin is quiet, but the ride is overly stiff and falls far short of the Chrysler Pacifica, Honda Odyssey, and Toyota Sienna. The Sedona is not enjoyable to drive. Its handling is rather ungainly, though ultimately secure. The interior is nicely finished and inviting, with a new front console that provides handy concealed storage. The very comfortable second-row seats neither fold flat nor are removable, cutting into cargo capacity. Available safety features include forward-collision warning and blind-spot and cross-traffic alert systems.

Base Price: $27,000-$42,000
Body Styles: minivan
Trim Lines: EX, L, LX, SX, SX Limited
Drive Wheels: Front
Seating: 2 front, 3 rear, 3 third
Engines: 3.3-liter V6 (276 hp)
Transmissions: 6-speed automatic

Overall Score	72
Predicted Reliability	^^
Owner Satisfaction	!
Road Test Score	70
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	^^	^^	*
Engine Minor	^^	^^	*
Engine Cooling	^^	^^	*
Transmission Major	^^	^^	*
Transmission Minor	^^	^^	*
Drive System	^^	^^	*
Fuel System	^^	^^	*
Electrical	^^	^^	*
Climate System	^	^^	*
Suspension	^	^^	*
Brakes	^^	^^	*
Exhaust	^^	^^	*
Paint/Trim	^^	^^	*
Noises/Leaks	!	^^	*
Body Hardware	!	^	*
Power Equipment	v	^^	*
In-Car Electronics	^	^^	*
USED CAR VERDICTS	^	^^	
NEW CAR PREDICTION	Better than average		^

Facts & Figures

Exterior Dimensions
Length (in.) 201
Width (in.) 78
Height (in.) 69
Wheelbase (in.) 121
Weight (lb.) 4,595
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 1,325
Cargo Volume, cu.ft. 46.0
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 20

WORSE — BETTER | RECOMMENDED

Kia Sorento

The Sorento is functional and refined, and its wide price range makes it an alternative to both small and midsized SUVs. All versions now come with seven-passenger seating in three rows, Two powertrains are available: the base 185-hp, 2.4-liter four-cylinder paired with a six-speed automatic, and the smooth and quiet 290-hp, 3.3-liter V6 mated to a new eight-speed automatic. The cabin is quiet, and the ride is comfortable and composed. Handling is responsive and secure. Supportive seats and simple controls help make the Sorento easy to live with. Available safety gear includes forward-collision warning, blind-spot warning, and rear cross-traffic alert, as well as a surround-view monitor. Good crash-test results are a plus.

Base Price: $25,600-$45,900
Body Styles: 4-door SUV
Trim Lines: EX, L, LX, SX, SXL
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.4-liter 4 (185 hp); 3.3-liter V6 (290 hp)
Transmissions: 6-speed automatic; 8-speed automatic

Overall Score	78
Predicted Reliability	!
Owner Satisfaction	^
Road Test Score	84
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	^^	^^	^^
Engine Minor	^^	^^	^^
Engine Cooling	^^	^^	^^
Transmission Major	^^	^^	^^
Transmission Minor	^^	^^	^^
Drive System	^^	^^	^^
Fuel System	^^	^^	^^
Electrical	^^	^^	^^
Climate System	^^	^^	^^
Suspension	^^	^^	^^
Brakes	^^	^^	^^
Exhaust	^^	^^	^^
Paint/Trim	^^	^^	^^
Noises/Leaks	^^	^^	^^
Body Hardware	^^	^^	^^
Power Equipment	^	^	^^
In-Car Electronics	^	^	^
USED CAR VERDICTS	^	^	!
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 189
Width (in.) 74
Height (in.) 66
Wheelbase (in.) 109
Weight (lb.) 4,285
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,120
Cargo Volume, cu.ft. 37.5
Towing Capacity (lb.) 5,000
Fuel
Regular
CR overall mpg 21

Kia Soul

There is more to the boxy Soul than quirky styling. It packs abundant interior space, with chairlike seats and big windows providing an excellent view out. Though fundamentally a budget hatchback, the Soul can function as an SUV alternative. The driving experience isn't special: The ride is stiff, and handling is sound but unexceptional. Power delivery from the 2.0-liter four-cylinder feels just adequate, and its 26 mpg overall is not outstanding. A more powerful 201-hp, 1.6-liter turbo four-cylinder is available, as is a fully electric Soul. An extensive options list includes heated seats and touch-screen navigation. Available safety gear includes automatic emergency braking, forward-collision warning, and lane-departure warning, but only on select trims.

Base Price: $16,200-$35,950
Body Styles: wagon
Trim Lines: !, Base, EV, EV Plus, Plus
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (109 hp); 1.6-liter 4 (130 hp); 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (161 hp)
Transmissions: 6-speed automatic; 6-speed manual; 7-speed sequential; 1-speed direct

Overall Score	74
Predicted Reliability	^
Owner Satisfaction	^
Road Test Score	74
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	^^	^^	*
Engine Minor	^^	^^	*
Engine Cooling	^^	^^	*
Transmission Major	^^	^^	*
Transmission Minor	^^	^^	*
Drive System	^^	^^	*
Fuel System	^^	^^	*
Electrical	^^	^^	*
Climate System	^	^^	*
Suspension	^	^^	*
Brakes	^^	^^	*
Exhaust	^^	^^	*
Paint/Trim	^^	^^	*
Noises/Leaks	^	^	*
Body Hardware	^^	^^	*
Power Equipment	^^	^^	*
In-Car Electronics	^^	^^	*
USED CAR VERDICTS	^	^	
NEW CAR PREDICTION	Better than average		^

Facts & Figures

Exterior Dimensions
Length (in.) 163
Width (in.) 71
Height (in.) 63
Wheelbase (in.) 101
Weight (lb.) 3,055
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 24.5
Towing Capacity (lb.) . . . . . NR
Fuel
Regular or electric
CR overall mpg 26

Kia Sportage

The Sportage is a stylish and mildly sporty choice among small SUVs. Most versions are equipped with a 2.4-liter four-cylinder, and the top-trim SX version boasts a more powerful 2.0-liter turbo-charged four-cylinder. Both engines are mated to a smooth six-speed automatic transmission. Though a touch firm, the ride is composed and handling is responsive. Unlike the similar Hyundai Tucson, the Sportage benefits from the pairing of a larger engine and a conventional automatic transmission, which combine to give it smoother power delivery. While the controls are easy to use, visibility to the rear and side is hampered by the thick rear roof pillars. The rear seat is roomy and has an almost flat floor. The Sportage scored a Good in the IIHS small-overlap crash test.

Base Price: $23,600-$34,400
Body Styles: 4-door SUV
Trim Lines: EX, LX, SX
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 2.4-liter 4 (181 hp)
Transmissions: 6-speed automatic

Overall Score	71
Predicted Reliability	!
Owner Satisfaction	▲
Road Test Score	78
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	**17**
Engine Major	▲	▲▲	▲▲
Engine Minor	▲▲	▲	▲▲
Engine Cooling	▲▲	▲▲	▲▲
Transmission Major	▲▲	▲▲	▲▲
Transmission Minor	▲▲	▲▲	▲▲
Drive System	!	▲▲	▲▲
Fuel System	▲	▲	▲▲
Electrical	▲▲	▲▲	▲▲
Climate System	!	▲▲	▲
Suspension	▲▲	▲▲	▲▲
Brakes	▲	▲▲	▲▲
Exhaust	▲▲	▲▲	▲▲
Paint/Trim	▲▲	▲▲	▲▲
Noises/Leaks	▼▼	▲	▲
Body Hardware	!	▲	▲▲
Power Equipment	▲	▲	▲
In-Car Electronics	▲▲	▲▲	▲▲
USED CAR VERDICTS	▼	▲	!
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 176
Width (in.) 73
Height (in.) 64
Wheelbase (in.) 105
Weight (lb.) 3,485
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 970
Cargo Volume, cu.ft. 29.5
Towing Capacity (lb.) 2,000
Fuel
Regular
CR overall mpg 23

Kia Stinger

Kia, a car brand better known for practical transportation and value, has branched into sports-sedan territory with the Stinger, a low-slung four-door hatchback. The Stinger is a rear-wheel-drive car (all-wheel drive is available), and it has nimble handling that can be playful on a track. On the down side, the ride is stiff and a bit unsettled. Two engines are offered: a standard 255-hp, 2.0-liter turbo four-cylinder and a punchy 365-hp, 3.3-liter turbo V6. It sits a bit low, making getting in and out difficult, and rear headroom is marginal. Once inside, passengers will find it roomy. Most of the controls are fairly easy to use, but drivers may find it a long reach to the touch screen. Advanced safety systems, such as automatic emergency braking, blind-spot warning, lane-keeping assist, are available but may be hard to find on dealers' lots.

Base Price: $31,900-$51,400
Body Styles: 4-door hatchback
Trim Lines: Base, GT, GT1, GT2, Premium
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (255 hp); 3.3-liter V6 turbo (365 hp)
Transmissions: 8-speed automatic

Overall Score	69
Predicted Reliability	!
Owner Satisfaction	▲
Road Test Score	75
Crash Prevention	Opt.

Reliability History			
Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 190
Width (in.) 74
Height (in.) 55
Wheelbase (in.) 114
Weight (lb.) 3,910
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 930
Cargo Volume, cu.ft. 23.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular or premium
CR overall mpg 23

L

WORSE — BETTER | RECOMMENDED

Land Rover Discovery

The Discovery is a luxury three-row SUV that blends on-road refinement with off-road and towing prowess. We found that the 340-hp, 3.0-liter supercharged V6 engine provides ample power and that the eight-speed automatic transmission shifts smoothly, but this combo returned a mere 17 mpg overall in our tests. A 254-hp, 3.0-liter turbodiesel V6 is also available. The second row can fit three adults, but it is too low for optimal comfort, and accessing the tight third-row seat is a slow, awkward process. While the optional air suspension makes the ride mostly steady, the Disco is a bit lumbering in corners. Controls can be confusing, but the front seats are very comfortable and the quiet cabin is nicely furnished. The SVX is a special off-road version with a 5.0-liter supercharged V8 engine.

Base Price: $52,090-$67,490
Body Styles: 4-door SUV
Trim Lines: HSE, HSE Luxury, SE
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 turbodiesel (254 hp); 3.0-liter V6 supercharged (340 hp)
Transmissions: 8-speed automatic

Overall Score	47
Predicted Reliability	
Owner Satisfaction	
Road Test Score	71
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 82
Height (in.) 74
Wheelbase (in.) 115
Weight (lb.) 5,405
% weight front/rear 48/52
Cargo Measurement
Max. Load (lb.) 1,200
Cargo Volume, cu.ft. 42.5
Towing Capacity (lb.) 8,200
Fuel
Premium or diesel
CR overall mpg 17

Land Rover Discovery Sport

For a vehicle coming from the storied Land Rover brand, one would expect a more regal entry into the hot luxury-compact-SUV market segment. Instead, the Discovery Sport struggles in comparisons against even mass-market small SUVs. Power delivery from the turbo four-cylinder is spiky, with either too little or too much acceleration, and the transmission is neither smooth nor responsive. The Sport proved capable off-road, commendably ascending our rock hill. But the on-road ride is stiff, and handling is far from sporty. The austere cabin is rather plain for this luxury brand, and the infotainment system is slow to respond. To its credit, the Disco Sport has a roomy rear seat. A stronger 286-hp engine is new.

Base Price: $37,795-$52,895
Body Styles: 4-door SUV
Trim Lines: HSE, HSE Lux, SE
Drive Wheels: AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (237 hp); 2.0-liter 4 turbo (286 hp)
Transmissions: 9-speed automatic

Overall Score	39
Predicted Reliability	
Owner Satisfaction	
Road Test Score	58
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 181
Width (in.) 82
Height (in.) 68
Wheelbase (in.) 108
Weight (lb.) 4,325
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 935
Cargo Volume, cu.ft. 33.0
Towing Capacity (lb.) 4,410
Fuel
Premium
CR overall mpg 21

Land Rover Range Rover

Owners of any ultra-luxury sedan will feel right at home in the Range Rover. The supercharged V6 and excellent eight-speed automatic provide effortless motivation, and the air suspension swallows up bumps with ease. Handling is responsive and secure but not sporty. We averaged 17 mpg overall, which isn't great but is better than most rivals. Terrain-coping mechanisms and adjustable ride height give it standout off-road abilities, as well as the ability to lower the body for easier cabin access. Interior furnishings and seats are first-rate, but the slow touch screen is complex. A 254-hp turbodiesel V6 is well-mannered and provides ample power. A plug-in hybrid is available as a 2019 model.

Overall Score	54
Predicted Reliability	⏬
Owner Satisfaction	⏫
Road Test Score	80
Crash Prevention	Std./ℹ

Base Price: $87,350-$207,900
Body Styles: 4-door SUV
Trim Lines: Autobiography, HSE, P400e, SE, Supercharged, SVAuto-biography
Drive Wheels: 4WD
Seating: 2 front, 3 rear
Engines: 2.0L 4 hybrid (398 hp); 3.0L V6 turbodiesel (254 hp); 3.0L V6 supercharged (340 hp, 380 hp); 5.0L V8 supercharged (518 hp, 557 hp)
Transmissions: 8-speed automatic

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION Much worse than average ⏬

Facts & Figures

Exterior Dimensions

Length (in.)	197
Width (in.)	78
Height (in.)	72
Wheelbase (in.)	115
Weight (lb.)	5,300
% weight front/rear	50/50

Cargo Measurement

Max. Load (lb.)	960
Cargo Volume, cu.ft.	34.5
Towing Capacity (lb.)	7,715

Fuel
Premium or diesel
CR overall mpg 17

Land Rover Range Rover Evoque

Overall, the Evoque is more about style than function. We tested a four-door Evoque with the old six-speed automatic and got 21 mpg overall. The now-standard nine-speed automatic was neither smooth nor responsive in the similar Discovery Sport we tested. The Evoque's ride is choppy, and noise levels are elevated. Interior room and visibility are sacrificed for the striking silhouette. Controls are a bit quirky. Handling is sprightly but becomes disconcerting at the limits. The Evoque's Terrain Response system facilitates moderate off-road capability. Updates include optional lane-keeping assist, the addition of the InControl infotainment system, and new seats, and a more powerful, 286-hp engine is new.

Overall Score	NA
Predicted Reliability	⏬
Owner Satisfaction	ℹ
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $41,800-$65,600
Body Styles: 2-door SUV; 4-door SUV; convertible
Trim Lines: Autobiography, HSE, HSE Dynamic, Landmark Edition, SE, SE Dynamic, SE Premium
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (237 hp); 2.0-liter 4 turbo (286 hp)
Transmissions: 9-speed automatic

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION Much worse than average ⏬

Facts & Figures

Exterior Dimensions

Length (in.)	172
Width (in.)	77
Height (in.)	64
Wheelbase (in.)	105
Weight (lb.)	3,940
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	1,025
Cargo Volume, cu.ft.	25.5
Towing Capacity (lb.)	3,500

Fuel
Premium
EPA combined mpg 24

L

WORSE — BETTER | RECOMMENDED

Land Rover Range Rover Sport

Though the Sport has a similar level of interior plushness as the stately Range Rover it is based upon, it focuses on handling prowess and less on ride comfort and off-road ability. Low-range gearing is optional. Power comes from strong supercharged V6 or V8 engines mated to an eight-speed automatic. The Sport delivers an engaging driving experience, with taut, agile handling, but the ride is stiff and choppy and the exhaust note is over the top. Some controls are behind the times, and the gear selector is unintuitive. Rear-seat room is generous, but the optional third-row seat is tiny. A 254-hp, 3.0-liter V6 diesel and a stronger SVR V8 are available. A P400e Plug-in Hybrid is new for 2019.

Base Price: $65,650-$113,600
Body Styles: 4-door SUV
Trim Lines: Autobiography, HSE, HSE Dynamic, P400e, SE, SVR
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 hybrid (398 hp); 3.0-liter V6 turbodiesel (254 hp); 3.0-liter V6 supercharged (340 hp, 380 hp); 5.0-liter V8 supercharged (518 hp, 575 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	191
Width (in.)	78
Height (in.)	70
Wheelbase (in.)	115
Weight (lb.)	5,255
% weight front/rear	49/51

Cargo Measurement

Max. Load (lb.)	1,345
Cargo Volume, cu.ft.	31.5
Towing Capacity (lb.)	7,715

Fuel
Premium or diesel
CR overall mpg 18

Overall Score	51
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION Much worse than average

Land Rover Range Rover Velar

The new Velar shares its fundamentals with the Jaguar F-Pace, putting a greater emphasis on sport rather than Land Rover's traditional off-road prowess. Three powertrains are offered, including a 2.0-liter four-cylinder diesel, a supercharged 3.0-liter gas V6, and a 2.0-liter turbocharged four-cylinder that delivers ample power. Handling is taut and agile, but the ride is rather stiff. Dominating the dash in the quiet cabin is an infotainment system with two touch screens. But the bottom screen, which houses the climate and other controls, is mounted too low to easily use. Plus, the system requires too many extra steps to accomplish simple tasks. Automatic emergency braking with pedestrian detection is standard.

Base Price: $49,900-$89,300
Body Styles: 4-door SUV
Trim Lines: Base, First Edition, R-Dynamic, S, SE
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (247 hp); 3.0-liter V6 supercharged (380 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	189
Width (in.)	80
Height (in.)	66
Wheelbase (in.)	113
Weight (lb.)	4,350
% weight front/rear	50/50

Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	29.0
Towing Capacity (lb.)	5,500

Fuel
Premium or diesel
CR overall mpg 21

Overall Score	51
Predicted Reliability	
Owner Satisfaction	
Road Test Score	76
Crash Prevention	Std./

Reliability History

Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS

NEW CAR PREDICTION Much worse than average

Lexus ES

Lexus redesigned the ES sedan for 2019, giving it an all-new chassis and, for the first time, a performance-oriented F Sport version. The new ES is said to be roomier inside and quieter to boot. It's longer, slightly lower, and almost 2 inches wider than the outgoing model. As before, the standard ES 350 and the ES 300h hybrid form the backbone of the line. The 350 is powered by a 3.5-liter V6 engine hooked up to a new eight-speed automatic transmission. The hybrid model gets a 2.5-liter, four-cylinder engine. The new ES will be the first Lexus model to offer Apple CarPlay connectivity. Standard safety equipment includes forward-collision warning, and automatic braking with pedestrian detection. Blind-spot warning is available. The new ES goes on sale this September.

Base Price: $37,000-$45,000E
Body Styles: sedan
Trim Lines: 300h, 350, F Sport
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 hybrid (215 hp); 3.5-liter V6 (302 hp)
Transmissions: 8-speed automatic; CVT

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 73
Height (in.) 57
Wheelbase (in.) 113
Weight (lb.) 3,650
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 905
Cargo Volume, cu.ft. 17.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
EPA combined mpg 26

Lexus GS

The GS competes well, delivering a balanced combination of ride, handling, quietness, and roominess. Engaging to drive, the car's good handling and taut yet supple ride fare well against German rivals. Its strong 3.5-liter V6 returned 21 mpg overall in our tests. Base models, named GS 300, use a less exciting 241-hp turbo four-cylinder. Rear-drive versions get an eight-speed automatic, and AWD versions get a six-speed automatic. A hybrid with a CVT is also available. Interior space is on par for the class, and the cabin is nicely furnished. A distracting mouselike controller works the infotainment system. A high-performance GS F with a 467-hp V8 is also available. The Lexus Safety System+ is standard, and it includes automatic emergency braking and blind-spot monitoring.

Base Price: $46,310-$84,350
Body Styles: sedan
Trim Lines: 300, 350, 450h, F, F Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (311 hp); 3.5-liter V6 hybrid (338 hp); 5.0-liter V8 (467 hp)
Transmissions: 6-speed automatic; 8-speed automatic; CVT

Overall Score	86
Predicted Reliability	
Owner Satisfaction	
Road Test Score	83
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 72
Height (in.) 57
Wheelbase (in.) 112
Weight (lb.) 3,845
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 21

L

WORSE — BETTER | RECOMMENDED

Lexus GX

Like its Toyota 4Runner corporate cousin, the GX 460 is among the few remaining old-school SUVs that use a body-on-frame design. It is very quiet and quick for a hulking brute, yet the GX is highly capable off-road and has a 6,500-pound tow rating. The 4.6-liter V8 engine and six-speed automatic make for a slick powertrain but got a paltry 17 mpg overall. Handling is lumbering but ultimately secure. The ride is very comfortable, especially at low speeds, although the body tends to jostle when driving over uneven pavement. Inside, the cabin is plush and well-finished. Drivers of almost any height should find a good driving position. There's plenty of space all around and a commanding view out. The small third-row seat folds neatly into the floor when it's not in use, but the side-swinging rear door can be inconvenient at times.

Base Price: $52,155-$63,530
Body Styles: 4-door SUV
Trim Lines: 460, 460 Luxury, 460 Premium
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 4.6-liter V8 (301 hp)
Transmissions: 6-speed automatic

Overall Score	65
Predicted Reliability	!
Owner Satisfaction	▲
Road Test Score	70
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	▲▲	▲▲	*
Engine Minor	▲▲	▲	*
Engine Cooling	▲▲	▲▲	*
Transmission Major	▲▲	▲▲	*
Transmission Minor	▲▲	▲▲	*
Drive System	▲▲	▼	*
Fuel System	▲▲	▲▲	*
Electrical	▲▲	▲▲	*
Climate System	▲▲	▲	*
Suspension	▲▲	▲▲	*
Brakes	▲▲	!	*
Exhaust	▲▲	▲▲	*
Paint/Trim	▲▲	▲▲	*
Noises/Leaks	▲	▲	*
Body Hardware	▲▲	▲▲	*
Power Equipment	▲▲	▲▲	*
In-Car Electronics	!	▲▲	*
USED CAR VERDICTS	▲	▼▼	
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 74
Height (in.) 74
Wheelbase (in.) 110
Weight (lb.) 5,170
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 1,155
Cargo Volume, cu.ft. 36.5
Towing Capacity (lb.) 6,500
Fuel
Premium
CR overall mpg 17

Lexus IS

In our tests, the IS came up short as a sports sedan. Handling is secure but not engaging enough to run with the best in the class. Ride comfort is neither tied-down nor plush. Even the punchy IS 350 is underwhelming to drive. A 260-hp V6 powers the IS 300, which gives it more zip, but its fuel economy of 20 mpg overall is uncompetitive in the class. Plus, the interior is extremely cramped, and getting in and out is an ungraceful chore. The IS interior is generally well-finished, but it has room for improvement, especially the tight driver's cockpit. All-wheel-drive versions have a pronounced hump by the driver's right leg. The mouselike infotainment controller is distracting to use. Two adults will fit in the snug rear seat, but there isn't much head- or legroom to spare. A 2.0-liter turbo four-cylinder is available, but only in rear-wheel drive.

Base Price: $38,210-$43,995
Body Styles: sedan
Trim Lines: 300, 300 F Sport, 350, 350 F Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (260 hp); 3.5-liter V6 (311 hp)
Transmissions: 6-speed automatic; 8-speed automatic

Overall Score	67
Predicted Reliability	▲▲
Owner Satisfaction	!
Road Test Score	56
Crash Prevention	Std./▲▲

Reliability History

Trouble Spots	15	16	17
Engine Major	▲▲	▲▲	*
Engine Minor	▲▲	▲	*
Engine Cooling	▲▲	▲▲	*
Transmission Major	▲▲	▲▲	*
Transmission Minor	▲▲	▲▲	*
Drive System	▲▲	▲▲	*
Fuel System	▲▲	▲▲	*
Electrical	▲▲	▲▲	*
Climate System	▲▲	▲▲	*
Suspension	▲▲	▲	*
Brakes	▲▲	▲	*
Exhaust	▲▲	▲▲	*
Paint/Trim	▲▲	▲	*
Noises/Leaks	!	▲▲	*
Body Hardware	▲▲	▲▲	*
Power Equipment	▲	▲▲	*
In-Car Electronics	!	▲▲	*
USED CAR VERDICTS	▲▲	▲▲	
NEW CAR PREDICTION	Much better than average		▲▲

Facts & Figures

Exterior Dimensions
Length (in.) 184
Width (in.) 71
Height (in.) 56
Wheelbase (in.) 110
Weight (lb.) 3,850
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 14.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 20

Lexus LC

The Lexus LC 500, a 2+2 coupe, is the luxury brand's halo car. The 5.0-liter V8 engine is borrowed from the high-performance GS F sedan and RC F coupe, generating 471 hp. Power is sent to the rear wheels through a 10-speed automatic transmission, enabling a claimed 0-60 mph sprint of less than 4.5 seconds. This version of the LC has enjoyable levels of performance, driving engagement, and engine/exhaust sounds. A 3.5-liter V6 hybrid version is also available and it has several driving modes that range from a docile electric drive to a more spirited demeanor. Unlike other Toyota hybrids, the transmission mimics gear changes. Handling is agile, and the ride isn't too taxing. The controls are very unintuitive. A convertible version may follow.

Base Price: $92,000-$96,510
Body Styles: coupe
Trim Lines: 500, 500h
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 3.5-liter V6 hybrid (354 hp); 5.0-liter V8 (471 hp)
Transmissions: 10-speed automatic; CVT

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 187
Width (in.) 76
Height (in.) 53
Wheelbase (in.) 113
Weight (lb.) 4,280
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 720
Cargo Volume, cu.ft. 5.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 19

Lexus LS

The redesigned 2018 LS brings high tech and more dynamic styling. Available with rear or all-wheel drive, the standard drivetrain is an all-new twin-turbo 416-hp, 3.5-liter V6 coupled to a 10-speed automatic transmission, which makes the LS quick. But power delivery is not as immediate or satisfying as the previous V8's. The LS has sound handling, but drivers can feel the cars width and weight. The ride is not so plush, particularly on the low-profile tires. An air suspension is optional and keeps the Lexus steady and composed. The cabin is nicely trimmed and luxurious, although the artistic touches may not appeal to everyone. More importantly, the controls are extremely convoluted and frustrating. Lexus has severely compromised the LS's elegant simplicity, shifting it away from a relaxing, first-class motoring experience. A hybrid version is also available.

Base Price: $75,000-$84,220
Body Styles: sedan
Trim Lines: 500, 500h, F Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 hybrid (354 hp); 3.5-liter V6 turbo (416 hp)
Transmissions: 10-speed automatic; CVT

Overall Score	67
Predicted Reliability	
Owner Satisfaction	
Road Test Score	72
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 206
Width (in.) 75
Height (in.) 58
Wheelbase (in.) 123
Weight (lb.) 5,170
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 870
Cargo Volume, cu.ft. 17.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 20

WORSE — BETTER | RECOMMENDED

Lexus LX

This luxury SUV is based on the Toyota Land Cruiser, itself quite plush and upscale. Power comes from a strong 5.7-liter V8 shared with the Tundra pickup. This engine got only 14 mpg overall in the Land Cruiser we tested. The LX has a comfortable ride and a quiet, plush, and well-assembled cabin. Handling is lackluster but ultimately secure, and the LX is very capable off-road. Like the Toyota, the LX has an off-road crawl mode that manages throttle and braking over tough terrain. The height-adjustable suspension further enables the LX to traverse off-road. But the power-folding third-row seat folds up to the sides, limiting cargo space. The Lexus Safety System+, which includes automatic emergency braking and lane-departure warning, is standard. A five-passenger version is new for 2018.

Base Price: $85,380-$90,380
Body Styles: 4-door SUV
Trim Lines: 570
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 5.7-liter V8 (383 hp)
Transmissions: 8-speed automatic

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 200
Width (in.) 78
Height (in.) 75
Wheelbase (in.) 112
Weight (lb.) 6,000
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 1,385
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 7,000
Fuel
Premium
EPA combined mpg 15

Lexus NX

The compact NX delivers a less opulent driving experience than the typical Lexus. Handling is responsive, but the ride is rather firm and cabin noise isn't particularly hushed. The NX 300's 2.0-liter turbocharged four-cylinder works well and delivers 24 mpg overall. The NX 300h hybrid returns 29 mpg overall, making it one of the most fuel-efficient SUVs we've ever tested, but it feels a bit underpowered. Snazzy details lend the interior some appeal, but a number of cheap touches remain. Front cabin room is tight, and the styling compromises rear visibility and crimps cargo space. The fussy touchpad used for most controls is frustrating and distracting to use. The Lexus Safety System+ is standard and includes automatic emergency braking and lane-departure warning with lane-keeping assist. Blind-spot monitoring is optional.

Base Price: $35,985-$39,775
Body Styles: 4-door SUV
Trim Lines: 300, 300 F Sport, 300h
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (235 hp); 2.5-liter 4 hybrid (194 hp)
Transmissions: 6-speed automatic; CVT

Overall Score	76-78
Predicted Reliability	
Owner Satisfaction	
Road Test Score	71-74
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 74
Height (in.) 65
Wheelbase (in.) 105
Weight (lb.) 4,000
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 895
Cargo Volume, cu.ft. 28.5
Towing Capacity (lb.) 2,000
Fuel
Regular or premium
CR overall mpg 24-29

Lexus RC

This aggressively styled coupe offers seating for four passengers of diminutive stature. Essentially a coupe version of the IS sedan, the RC uses a 3.5-liter V6 engine hooked up to an eight-speed automatic. An all-wheel-drive version is available with a six-speed automatic. Top-trim RC F versions come with a 467-hp, 5.0-liter V8. That prodigious output is routed to the rear wheels. The RC F is super-quick, with a loud exhaust bark. The various driving modes sharpen throttle and steering response, but the car's weight ultimately compromises its agility. The Lexus Safety System+ is standard and includes automatic emergency braking and lane-departure warning with lane-keeping assist. Blind-spot monitoring is optional.

Base Price: $40,640-$64,650
Body Styles: coupe
Trim Lines: 300, 350, 350 F Sport, F
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (260 hp); 3.5-liter V6 (311 hp); 5.0-liter V8 (467 hp)
Transmissions: 6-speed automatic; 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	185
Width (in.)	72
Height (in.)	55
Wheelbase (in.)	108
Weight (lb.)	3,750
% weight front/rear	54/46

Cargo Measurement

Max. Load (lb.)	700
Cargo Volume, cu.ft.	10.0
Towing Capacity (lb.)	NR

Fuel
Premium
EPA combined mpg 22

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Lexus RX

The RX has avant-garde exterior styling and lots of advanced safety features. Its 3.5-liter V6 is linked to an eight-speed automatic, delivering ample power and a commendable 22 mpg overall. The fuel-thrifty 450h hybrid gets an excellent 29 mpg overall. Inside, the RX is very quiet and well-finished. Ride comfort is plush, whether you get the base car on 18-inch tires or more uplevel versions with 20-inch tires. Handling is ponderous and devoid of any sporty feel but ultimately secure. The mouselike controller and distracting interface require a steep learning curve. Rear passengers get lots of legroom and knee room. The Lexus Safety System+, which includes automatic emergency braking and lane-departure warning, is standard. A three-row model, called the RX L, is new.

Base Price: $43,270-$54,555
Body Styles: 4-door SUV
Trim Lines: 350, 450h, 450h F Sport, F Sport
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (295 hp); 3.5-liter V6 hybrid (308 hp)
Transmissions: 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	193
Width (in.)	75
Height (in.)	68
Wheelbase (in.)	110
Weight (lb.)	4,435
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	920
Cargo Volume, cu.ft.	30.0
Towing Capacity (lb.)	3,500

Fuel
Regular or premium
CR overall mpg 22-29

Overall Score	79-82
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77-80
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

L

WORSE — BETTER | RECOMMENDED

Lincoln Continental

Lincoln's high-tech flagship sedan is based on the accomplished MKZ. The base engine is a lackluster 3.7-liter V6. The 2.7-liter twin-turbo V6, however, packs a lot of punch. The top-level trims get a 400-hp, 3.0-liter twin-turbo V6. Front-wheel drive is standard, with all-wheel drive optional. The ride is very comfortable, and the cabin is super-quiet. Handling is responsive, but the car is intended to be a relaxed cruiser. The cabin is nicely finished and very roomy, particularly in the back. The standard front seats look unusual and compromise support. We're no fans of the push-button gear selector and the electronic buttons that are used instead of an interior door handle. In terms of pricing, the Continental competes with luxury midsized sedans.

Base Price: $45,160-$67,415
Body Styles: sedan
Trim Lines: Black Label, Premiere, Reserve, Select
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.7-liter V6 turbo (335 hp); 3.0-liter V6 turbo (400 hp); 3.7-liter V6 (305 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	201
Width (in.)	78
Height (in.)	59
Wheelbase (in.)	118
Weight (lb.)	4,540
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	17.0
Towing Capacity (lb.)	1,000

Fuel
Regular or premium
CR overall mpg: 20

Overall Score	67
Predicted Reliability	⌄
Owner Satisfaction	⌃⌃
Road Test Score	83
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ⌄		

Lincoln MKC

The MKC includes luxury and high-tech features, but this Ford Escape-based model falls short of the class leaders. Power is strong, particularly from the 2.3-liter turbo four-cylinder, but that engine returned just 19 mpg overall in our tests. That, combined with the small gas tank, results in a short cruising range. The six-speed automatic's push-button shifter is inconveniently located far up on the dash. None of the adaptive suspension modes make for a truly comfortable ride. Handling is secure but trails its German rivals. A quiet cabin, plush trim, easy access, and decent rear-seat room enhance livability, but rear visibility is limited. Sync 3 has replaced the convoluted MyLincoln Touch infotainment system.

Base Price: $33,995-$50,750
Body Styles: 4-door SUV
Trim Lines: Base, Black Label, Reserve, Select
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (245 hp); 2.3-liter 4 turbo (285 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	179
Width (in.)	73
Height (in.)	65
Wheelbase (in.)	106
Weight (lb.)	4,070
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	30.5
Towing Capacity (lb.)	2,000

Fuel
Regular or premium
CR overall mpg: 19

Overall Score	56
Predicted Reliability	⌄
Owner Satisfaction	I
Road Test Score	72
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⌃⌃	⌃⌃	⌃⌃
Engine Minor	⌃⌃	⌃⌃	⌃
Engine Cooling	⌃⌃	⌃⌃	⌃⌃
Transmission Major	⌃⌃	⌃⌃	⌃⌃
Transmission Minor	⌃	⌃⌃	⌃⌃
Drive System	⌃⌃	⌃	⌃⌃
Fuel System	⌃⌃	⌃	⌃⌃
Electrical	⌃⌃	⌃⌃	⌃
Climate System	⌃	⌃⌃	⌃
Suspension	⌃⌃	I	⌃
Brakes	⌃⌃	⌃	⌃⌃
Exhaust	⌃⌃	⌃⌃	⌃⌃
Paint/Trim	⌃⌃	⌃⌃	⌃⌃
Noises/Leaks	⌃	I	⌄⌄
Body Hardware	⌃	⌃⌃	⌃
Power Equipment	⌄⌄	⌄	⌄⌄
In-Car Electronics	⌄⌄	⌃⌃	⌄⌄
USED CAR VERDICTS	⌄	⌄	⌄⌄
NEW CAR PREDICTION	Worse than average ⌄		

Lincoln MKT

This three-row SUV is based on the Ford Flex, with a similarly roomy interior and a more stylized shape. For 2019, the standard engine is a 3.5-liter turbo V6 mated to a six-speed automatic transmission, and driving all four wheels. The ride is comfortable but stiffer than that of the Flex, and the MKT is cumbersome at its cornering limits. The interior is very roomy, plush, and quiet. But visibility and the driving position are compromised, and the third-row seats are best suited for kids. A wide turning circle and overall length hamper maneuverability. Sync 3 has replaced the much-maligned MyLincoln Touch infotainment system.

Base Price: $49,500-$52,500
Body Styles: 4-door SUV
Trim Lines: Basic, Reserve
Drive Wheels: AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.5-liter V6 turbo (365 hp)
Transmissions: 6-speed automatic

Overall Score	NA
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions

Length (in.)	208
Width (in.)	76
Height (in.)	67
Wheelbase (in.)	118
Weight (lb.)	4,980
% weight front/rear	54/46

Cargo Measurement

Max. Load (lb.)	1,160
Cargo Volume, cu.ft.	36.0
Towing Capacity (lb.)	4,500

Fuel

Regular or premium

EPA combined mpg	17

Lincoln MKZ

Based on the engaging Ford Fusion, the upscale Lincoln MKZ received some recent updates, including new engines, a plusher ride, simplified controls, and a more conveniently located trunk release. Base models get a 2.0-liter turbo four-cylinder that provides ample power. In our tests the hybrid got 34 mpg overall. For more punch, the available 3.0-liter twin-turbo V6 puts out 400 hp when paired with all-wheel drive, and 350 hp on front-drive versions. The MKZ delivers a comfortable ride. The cabin is quiet and luxurious, with comfortable seats, but it's a long reach to the push-button gear selector and the rear seat is snug. Advanced safety systems are optional on all trims except the base Premier and Premier Hybrid.

Base Price: $35,605-$49,880
Body Styles: sedan
Trim Lines: Black Label, Hybrid, Premier, Reserve, Select
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (188 hp); 2.0-liter 4 turbo (245 hp); 3.0-liter V6 turbo (350 hp); 3.0-liter V6 turbo (400 hp)
Transmissions: 6-speed automatic; CVT

Overall Score	79
Predicted Reliability	!
Owner Satisfaction	^
Road Test Score	88
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	^^	^^	^^
Engine Minor	^^	^^	^^
Engine Cooling	^^	^^	^^
Transmission Major	^^	^^	^^
Transmission Minor	^^	^^	^^
Drive System	^^	^^	^^
Fuel System	^^	^^	^^
Electrical	^^	^^	^^
Climate System	^	^^	^^
Suspension	^^	^^	^^
Brakes	^^	^^	^^
Exhaust	^^	^^	^^
Paint/Trim	^^	^^	!
Noises/Leaks	^^	^	^
Body Hardware	^^	^^	^
Power Equipment	v	^	v
In-Car Electronics	vv	v	v
USED CAR VERDICTS	^^	!	v
NEW CAR PREDICTION	Average		!

Facts & Figures

Exterior Dimensions

Length (in.)	194
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	112
Weight (lb.)	3,755
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	875
Cargo Volume, cu.ft.	15.0
Towing Capacity (lb.)	1,000

Fuel

Regular or premium

CR overall mpg	23-34

WORSE — BETTER | RECOMMENDED

Lincoln Nautilus

The 2019 Nautilus is a refreshed version of the MKX SUV. It gets a revamped grille that's very similar to the brand's flagship Continental sedan. Engine choices are both turbocharged: a 335-hp, 2.7-liter V6 or a 245-hp, 2.0-liter four-cylinder; both have standard stop/start functionality, An eight-speed automatic transmission is standard. The 3.7-liter V6 that the MKX used to offer is no longer available. Lincoln has added new safety features, including a lane-centering feature and evasive steer assist, which allows the SUV to steer around a vehicle stopped in front if the system determines a collision is likely and can't be avoided by braking alone. The current MKX is a quiet, refined, and high-tech vehicle that is fun to drive and has a composed ride. The only knock against the MKX is its rather unimpressive fuel economy of 18 mpg overall.

Base Price: $40,340-$61,460
Body Styles: 4-door SUV
Trim Lines: Basic, Select, Reserve, Black Label
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (245 hp); 2.7-liter V6 turbo (335 hp)
Transmissions: 8-speed automatic

Overall Score	61
Predicted Reliability	
Owner Satisfaction	
Road Test Score	87
Crash Prevention	Std./

Reliability History			
Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 190
Width (in.) 76
Height (in.) 66
Wheelbase (in.) 112
Weight (lb.) 4,560
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 1,030
Cargo Volume, cu.ft. 32.5
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 18

Lincoln Navigator

Redesigned for 2018, the Navigator ups the ante over its Ford Expedition sibling, with more luxury and showmanship. The cabin is quiet, elegant-looking, and full of high-tech features. There is a bit of a rocking feeling at low speeds, but the ride improves and is more comfortable on the highway. Handling, however, is cumbersome, even for a large SUV. The twin-turbo V6 generates 411 hp on regular fuel, and is paired with a 10-speed automatic transmission. This combination easily moves the Navigator down the road and is capable of towing 8,300 pounds. The front cabin is roomy, but the standard seats are uncomfortable, and the push-button gear selector is fussy to use. Rear passengers are pampered with heated seats, a variety of connectivity features, and a hospitable third-row seat. Rear-wheel drive is standard, with four-wheel drive optional.

Base Price: $72,055-$96,905
Body Styles: 4-door SUV; extended SUV
Trim Lines: Black Label, L, Premiere, Reserve, Select
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 turbo (411 hp); 3.5-liter V6 turbo (450 hp)
Transmissions: 10-speed automatic

Overall Score	59
Predicted Reliability	
Owner Satisfaction	
Road Test Score	65
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 210
Width (in.) 84
Height (in.) 76
Wheelbase (in.) 123
Weight (lb.) 6,100
% weight front/rear 50/50
Cargo Measurement
Max. Load (lb.) 1,565
Cargo Volume, cu.ft. 56.0
Towing Capacity (lb.) 8,300
Fuel
Regular or premium
CR overall mpg 16

Maserati Ghibli

Although it is based on a platform shared with the Chrysler 300, the Ghibli has its own muscular character. The Ferrari-developed V6 turbo is mated to an eight-speed automatic. We tested the S Q4 all-wheel-drive version, which had a 404-hp V6. Handling is sporty and agile, the brakes are strong, and the engine emits a thrilling bark. But the stiff ride can grow fatiguing, the rear seat is cramped, and the Ghibli is louder than most sporty luxury sedans. Climbing into or out of this low-slung sports sedan can be a challenge. The interior is outfitted with high-quality leather and suede, and most controls are easy to use, except for the unintuitive shifter. Chrysler's Uconnect touch screen is a plus, but it's hard not to notice some cheap-looking switches, sourced from the Chrysler parts bins. The V6 turbo engines gained 20 hp for 2018.

Base Price: $73,050-$86,750
Body Styles: sedan
Trim Lines: Base, GranLusso, GranSport, S, S Q4
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (345 hp); 3.0-liter V6 turbo (430 hp)
Transmissions: 8-speed automatic

Overall Score	46
Predicted Reliability	⏬
Owner Satisfaction	🔽
Road Test Score	71
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		⏬

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 77
Height (in.) 58
Wheelbase (in.) 118
Weight (lb.) 4,625
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 925
Cargo Volume, cu.ft. 18.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 19

Maserati Levante

Derived from the Ghibli and Quattroporte sedans, the Levante is Maserati's first-ever SUV. It is offered with a choice of two engines, a 345-hp and 424-hp turbo V6. Each is mated to a quick-and-smooth eight-speed automatic. The Levante delivers a thrilling sound from the Ferrari-developed engine, with nimble, athletic handling and, courtesy of the standard air suspension, a steady ride. Interior features include a version of Chrysler's Uconnect system with an 8.4-inch touch screen and a stunning cabin that's wrapped in leather, suede, and wood, with comfortable seats and nice detailed stitching. But the shifter is unintuitive to use. Safety gear includes forward-collision warning with brake assist and lane-departure warning.

Base Price: $74,050-$90,750
Body Styles: 4-door SUV
Trim Lines: Base, GranLusso, GranSport, S
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (345 hp); 3.0-liter V6 turbo (424 hp)
Transmissions: 8-speed automatic

Overall Score	NA
Predicted Reliability	⏬
Owner Satisfaction	🔼
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		⏬

Facts & Figures

Exterior Dimensions
Length (in.) 197
Width (in.) 78
Height (in.) 66
Wheelbase (in.) 118
Weight (lb.) 4,905
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 6,000
Fuel
Premium
EPA combined mpg 16

WORSE — BETTER | RECOMMENDED

Mazda 3

Whether as a sedan or a hatchback, the Mazda3 is fun to drive, thanks to its perky handling and an engine that tends to sing rather than buzz. At 33 mpg, the Mazda3 is one of the most fuel-efficient vehicles in the compact class. It also offers a host of luxury features rarely matched by any other compact car, including a multimedia system with a large center screen and active safety features such as a blind-spot monitoring system. On the downside, the car tends to be loud on the highway, and ride comfort isn't stellar. The infotainment system controls can be daunting at first and take a while to master, and the Toyota Corolla and Volkswagen Jetta have roomier rear seats. The 2018 model year added standard forward-collision warning and low-speed automatic emergency braking.

Base Price: $18,095-$24,945
Body Styles: 4-door hatchback; sedan
Trim Lines: Grand Touring, Sport, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (155 hp); 2.5-liter 4 (184 hp)
Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	180
Width (in.)	71
Height (in.)	57
Wheelbase (in.)	106
Weight (lb.)	2,875
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	12.0
Towing Capacity (lb.)	NR

Fuel
Regular
CR overall mpg 32-33

Overall Score	76-77
Predicted Reliability	
Owner Satisfaction	
Road Test Score	72-73
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			

NEW CAR PREDICTION Much better than average

Mazda 6

Sporty yet sparing with fuel, the Mazda6's 2.5-liter four-cylinder delivered 32 mpg overall in our tests, making it among the most fuel-efficient conventional midsized sedans. The six-speed automatic is very smooth and delivers quick shifts. We found the 6 to be responsive and capable in the corners. The 2018 freshening included significant improvements to ride comfort which is now plaint and composed and made the cabin quieter. Mazda also gave the 6 a new dash and a center display screen that is operated via a central knob on the console, which takes practice to master. A head-up display is optional. For 2018, forward-collision warning and city-speed automatic emergency braking are standard, and a 2.5-liter turbo engine is optional.

Base Price: $21,945-$30,695
Body Styles: sedan
Trim Lines: Grand Touring, Grand Touring Reserve, Signature, Sport, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (187 hp); 2.5-liter 4 turbo (227 hp); 2.5-liter 4 turbo (250 hp)
Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	192
Width (in.)	72
Height (in.)	57
Wheelbase (in.)	111
Weight (lb.)	3,185
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	15.0
Towing Capacity (lb.)	NR

Fuel
Regular or premium
CR overall mpg 32

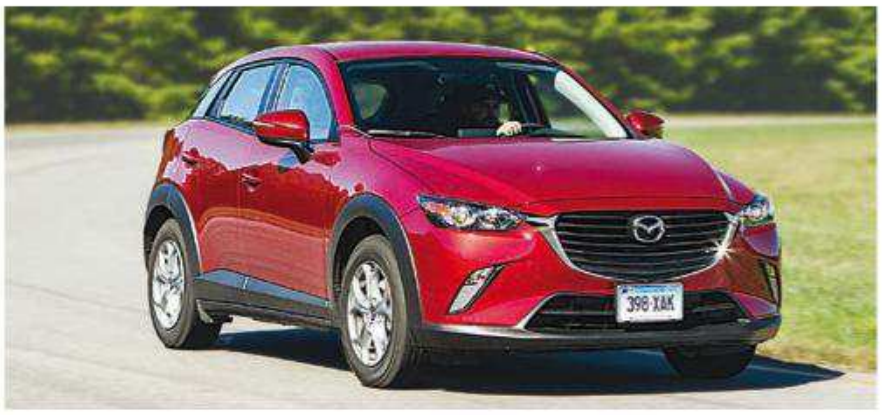
Overall Score	79
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			

NEW CAR PREDICTION Better than average

Mazda CX-3



Mazda's entry in the mini-utility segment delivers agile, fun-to-drive handling; a solid and substantial feel; and good fuel economy. The ride is firm but does a good job absorbing impacts, although noise levels can be high. The CX-3 is available with front- or all-wheel drive, and the sole powertrain is a 146-hp, 2.0-liter four-cylinder and a six-speed automatic. It's a smooth, willing engine but isn't overly powerful. The infotainment system includes a 7-inch center display screen and a rotary knob to control phone and audio functions, but it takes time to get familiar with its operation. The rear seat is very tight, and cargo space is modest. Blind-spot monitoring and adaptive cruise control are available. Forward-collision warning with city-speed automatic emergency braking is standard for 2019 models.

Base Price: $20,110-$26,415
Body Styles: 4-door SUV
Trim Lines: Grand Touring, Sport, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (148 hp)
Transmissions: 6-speed automatic

Overall Score	65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	64
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 168
Width (in.) 70
Height (in.) 61
Wheelbase (in.) 101
Weight (lb.) 2,945
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 18.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 28

Mazda CX-5

It may look like the original CX-5, but the latest version is thoroughly redesigned and much improved. The 2.5-liter, four-cylinder engine and six-speed automatic transmission make for a responsive, docile, and unobtrusive powertrain. Fuel economy of 24 mpg is good but not a standout. Handling is responsive and enjoyable, and the steady ride is among the best in this class. The cabin is quiet, and interior quality now feels substantial and looks attractive. Soft dash and door panels, some detailed stitching, and touches of chrome trim add class. Both the front and rear seats are comfortable. But there is a learning curve to mastering the infotainment system. Forward-collision warning with city-speed automatic emergency braking is standard for 2018.

Base Price: $24,150-$30,945
Body Styles: 4-door SUV
Trim Lines: Grand Touring, Sport, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.2-liter 4 turbodiesel (174 hp); 2.5-liter 4 (187 hp)
Transmissions: 6-speed automatic

Overall Score	72
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 179
Width (in.) 73
Height (in.) 66
Wheelbase (in.) 106
Weight (lb.) 3,590
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 30.5
Towing Capacity (lb.) 2,000
Fuel
Regular or diesel
CR overall mpg 24

WORSE — BETTER | RECOMMENDED

Mazda CX-9

Mazda's CX-9 is a stylish three-row SUV that is quite engaging to drive. Power comes from a responsive, free-revving 227-hp, 2.5-liter turbo four-cylinder mated to a smooth six-speed automatic. This engine is rated at 250 hp if you use premium fuel, but there's no reason to do so. We got 22 mpg overall. Mazda's flagship SUV has nimble handling that makes it feel like a smaller vehicle. The ride is very comfortable, and the cabin is commendably quiet. The interior is well-finished, particularly on high-end trims, and the snug cockpit features comfortable seats. While second-row seating is generous, the third row is predictably tight. Mazda's dial-controlled infotainment system takes time to master. For 2018, forward-collision warning with low-speed automatic emergency braking is standard.

Base Price: $32,130-$44,315
Body Styles: 4-door SUV
Trim Lines: Grand Touring, Signature, Sport, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.5-liter 4 turbo (227 hp)
Transmissions: 6-speed automatic

Overall Score	60
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 200
Width (in.) 76
Height (in.) 68
Wheelbase (in.) 113
Weight (lb.) 4,585
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,190
Cargo Volume, cu.ft. 34.0
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 22

Mazda MX-5 Miata

The fourth-generation Miata remains true to Mazda's original formula of a lightweight rear-wheel-drive roadster. Although 155 hp from the 2.0-liter four doesn't sound impressive, the Miata quickly scoots along while returning a miserly 34 mpg overall. Shifting the delightfully accurate six-speed manual shifter is a joy; we'd skip the optional automatic, though it works fine. Quick and precise steering delivers sublime back-road handling, even though some body roll is noticeable. High levels of noise, thin and unsupportive seats, and a stiff ride all grow fatiguing during highway travel. Cabin space is snug, and the optional dial-controlled infotainment system takes time to master. Flipping the convertible top open or closed is a breeze.

Base Price: $25,295-$33,825
Body Styles: convertible
Trim Lines: Club, Grand Touring, RF, Sport
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 (155 hp)
Transmissions: 6-speed automatic; 6-speed manual

Overall Score	64
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 154
Width (in.) 68
Height (in.) 49
Wheelbase (in.) 91
Weight (lb.) 2,335
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 340
Cargo Volume, cu.ft. 5.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 34

Mercedes-Benz C-Class

This competitive sports sedan is enjoyable to drive and has a beautifully finished interior. The base C300 uses a 2.0-liter turbo four-cylinder, which returned a respectable 26 mpg overall in our AWD version. The C has quick reflexes, with prompt steering response and a comfortable ride. Inside, you'll find an upscale and snazzy cabin with a high-quality feel, but the complex infotainment system takes time to master. Semi-autonomous highway steering is optional, and automatic emergency braking is standard. The rip-roaring C63 AMG gets a 469-hp twin-turbo V8 in standard form or a 503-hp in the S version. Additional variants include a C350e plug-in hybrid and the C43 AMG with a 3.0-liter turbo V6. A freshened 2019 will bring standard automatic emergency braking, a 9-speed automatic, plus more horsepower in the base engine.

Base Price: $40,250-$81,500
Body Styles: convertible; coupe; sedan
Trim Lines: C300, C350e, C43 AMG, C63, C63 S
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp); 2.0-liter 4 hybrid (275 hp); 3.0-liter V6 turbo (362 hp); 4.0-liter V8 turbo (469 hp); 4.0-liter V8 turbo (503 hp)
Transmissions: 7-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	185
Width (in.)	71
Height (in.)	57
Wheelbase (in.)	112
Weight (lb.)	3,670
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	795
Cargo Volume, cu.ft.	17.0
Towing Capacity (lb.)	NR

Fuel
Premium
CR overall mpg 26

Overall Score	66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	85
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Mercedes-Benz CLA

Don't let the three-pointed star confuse you. Most mainstream sedans, let alone a typical Mercedes-Benz, deliver a better experience than the CLA. The engine and transmission lack refinement. At first the powertrain feels unresponsive, then the power comes on abruptly. The ride is punishingly stiff, and the CLA is loud inside. Cabin access is difficult, and the well-appointed interior is cramped. The heavily promoted base price is something of a tease; buyers need to spend a lot on options to get the luxury features expected on a premium model. Prices can crest the $50,000 range for the 375-hp AMG CLA45 version, which sounds more exciting on paper than it feels behind the wheel. The CLA's best attributes are its handling agility and the 28 mpg overall we got from the 2.0-liter, turbo four-cylinder engine.

Base Price: $32,700-$50,400
Body Styles: sedan
Trim Lines: 250, 45 AMG
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (208 hp); 2.0-liter 4 turbo (375 hp)
Transmissions: 7-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	182
Width (in.)	70
Height (in.)	57
Wheelbase (in.)	106
Weight (lb.)	3,335
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	860
Cargo Volume, cu.ft.	13.0
Towing Capacity (lb.)	NR

Fuel
Premium
CR overall mpg 28

Overall Score	56
Predicted Reliability	
Owner Satisfaction	
Road Test Score	64
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

WORSE — BETTER | RECOMMENDED

Mercedes-Benz CLS

Mercedes-Benz pioneered the modern four-door-coupe segment with the original CLS nearly a dozen years ago. Now, the redesigned third-generation CLS continues to rely on the same recipe: a sleek, low-slung sport sedan with some compromised visibility and cabin access. Fit and finish is excellent, but the controls are complicated. For the first time the CLS will be able to seat five people. The base engine is a 362-hp turbocharged six-cylinder engine, marking Mercedes-Benz's return to a straight, inline six-cylinder. Basic driver-assist technology will be standard, including active braking and a driver-attention monitor. Consumers will have to pay for the optional driver-assistance package that includes active steering, blind-spot warning, and adaptive cruise control.

Base Price: $74,850-$108,900
Body Styles: sedan
Trim Lines: CLS450, CLS53
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter 6 turbo (362 hp); 3.0-liter 6 turbo (429 hp)
Transmissions: 9-speed automatic

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 195
Width (in.) 74
Height (in.) 56
Wheelbase (in.) 113
Weight (lb.) 4,160
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. 15.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg . . . . . NA

Mercedes-Benz E-Class

The E-Class delivers good fuel economy and is more nimble than the previous generation, but it dials back on ride comfort, interior room, and user-friendliness. The E300's 241-hp, 2.0-liter turbo four-cylinder engine is linked to a nine-speed automatic transmission. We got a commendable 24 mpg overall. The car is quiet and handles with agility. Though the ride is mostly comfortable, it isn't as plush as in the last generation and the suspension struggles to smother impacts from some potholes. The controls have grown more complicated. Even adjusting the seat's lumbar support is done through the central controller and screen. New technology gives the E-Class the ability to follow the road and steer itself temporarily as a driver-assist feature. A coupe and convertible arrived for 2018.

Base Price: $52,950-$106,950
Body Styles: convertible; coupe; sedan; wagon
Trim Lines: AMG E43, AMG E63 S, E300, E400
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.0-liter V6 turbo (329 hp); 3.0-liter V6 turbo (396 hp); 4.0-liter V8 turbo (603 hp)
Transmissions: 9-speed automatic

Overall Score	84
Predicted Reliability	
Owner Satisfaction	
Road Test Score	85
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 194
Width (in.) 73
Height (in.) 57
Wheelbase (in.) 116
Weight (lb.) 4,030
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 1,070
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 24

Mercedes-Benz GLA

Essentially a raised hatchback version of the CLA sedan, the GLA performed better in our tests than its sibling. It got 26 mpg overall from the 2.0-liter turbo four-cylinder. But the seven-speed dual-clutch automatic is unrefined, and power delivery is uneven. This makes the GLA feel lethargic at first, then power comes on abruptly. Handling is nimble, but the ride is stiff and the cabin is loud. Visibility, particularly to the rear, is poor, and headroom is snug. Available safety features include forward-collision warning, automatic emergency braking, and blind-spot warning. A front-wheel-drive version and a high-performance 375-hp GLA45 are available. The infotainment system is complicated and takes time to master but now features compatibility with Android Auto and Apple CarPlay.

Base Price: $33,400-$50,600
Body Styles: 4-door SUV
Trim Lines: 250, 45 AMG
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (208 hp); 2.0-liter 4 turbo (375 hp)
Transmissions: 7-speed sequential

Overall Score	63
Predicted Reliability	
Owner Satisfaction	
Road Test Score	70
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 174
Width (in.) 71
Height (in.) 60
Wheelbase (in.) 106
Weight (lb.) 3,535
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 795
Cargo Volume, cu.ft. 23.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 26

Mercedes-Benz GLC

Based on the C-Class, the GLC is one of the best compact-luxury SUVs on the market. Plush furnishings inside the quiet cabin prove to be appealing, although it also has Mercedes' complex infotainment system. The front seats are very comfortable and supportive, but the rear is a bit snug. The 2.0-liter turbo four-cylinder delivers ample power and is matched to a nine-speed automatic that works well. The GLC rides comfortably and handles with athleticism. Automatic braking is standard, but other safety systems, such as blind-spot warning and rear cross-traffic warning, come in confusing option packages. A turbo V6 AMG GL43 and a coupelike SUV, the GLC Coupe, are also available.

Base Price: $40,050-$80,750
Body Styles: 4-door SUV
Trim Lines: AMG GLC43, AMG GLC63, GLC300, GLC350e
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp); 2.0-liter 4 electric (320 hp); 3.0-liter V6 turbo (362 hp); 4.0-liter V8 turbo (469 hp)
Transmissions: 7-speed automatic; 9-speed automatic

Overall Score	54
Predicted Reliability	
Owner Satisfaction	
Road Test Score	81
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION		Much worse than average	

Facts & Figures

Exterior Dimensions
Length (in.) 183
Width (in.) 74
Height (in.) 65
Wheelbase (in.) 113
Weight (lb.) 4,010
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 950
Cargo Volume, cu.ft. 28.0
Towing Capacity (lb.) 4,850
Fuel
Premium
CR overall mpg 22

WORSE — BETTER | RECOMMENDED

Mercedes-Benz GLE

Renamed from the M-Class, the GLE is a capable and luxurious mid-sized SUV. The GLE350 comes with a 3.5-liter, 302-hp V6 that delivers smooth and powerful acceleration with 18 mpg overall and generous towing capacity. Supple and composed, the GLE rides well and is quiet inside. Steering response is quick but comes up short on feedback. The first-rate interior finish and the well-padded, supportive seats are interior highlights, but the infotainment system is complex. Automatic emergency braking is standard. A plug-in hybrid version is said to deliver 18 miles of all-electric driving.

Base Price: $52,200-$111,860
Body Styles: 4-door SUV
Trim Lines: GLE350, GLE43 AMG, GLE550e, GLE63 AMG, GLE63 S AMG
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (385 hp); 3.0-liter V6 hybrid (436 hp); 3.5-liter V6 (302 hp); 5.5-liter V8 turbo (550 hp); 5.5-liter V8 turbo (577 hp)
Transmissions: 7-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	189
Width (in.)	76
Height (in.)	71
Wheelbase (in.)	115
Weight (lb.)	4,915
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	1,080
Cargo Volume, cu.ft.	37.5
Towing Capacity (lb.)	7,200

Fuel
Premium
CR overall mpg 18

Overall Score	67
Predicted Reliability	Average
Owner Satisfaction	Average
Road Test Score	75
Crash Prevention	Std./Better

Reliability History

Trouble Spots	15	16	17
Engine Major		Much better than average	Much better than average
Engine Minor		Much better than average	Much better than average
Engine Cooling		Much better than average	Much better than average
Transmission Major		Much better than average	Much better than average
Transmission Minor		Much better than average	Much better than average
Drive System		Much better than average	Much better than average
Fuel System		Much better than average	Much better than average
Electrical		Much better than average	Much better than average
Climate System		Much better than average	Much better than average
Suspension		Much better than average	Much better than average
Brakes		Much better than average	Better than average
Exhaust		Much better than average	Much better than average
Paint/Trim		Much better than average	Much better than average
Noises/Leaks		Better than average	Better than average
Body Hardware		Average	Much better than average
Power Equipment		Better than average	Better than average
In-Car Electronics		Average	Average
USED CAR VERDICTS		Average	Better than average

NEW CAR PREDICTION Average

Mercedes-Benz GLS

Mercedes' seven-passenger SUV, the GLS, was recently freshened, gaining revised interior and exterior styling, a nine-speed automatic, an upgraded air suspension, and the addition of the current--and more complex--Mercedes-Benz infotainment system. Our last tested version was plush and quiet, with supportive seats and a third-row seat that was roomy enough for adults. It had a steady and comfortable ride, but the GL proved to be very clumsy when pushed to its handling limits. Engines include a 362-hp, 3.0-liter twin-turbo V6; and a 4.7-liter V8 that puts out 449 hp. The flagship AMG GLS63 churns out 577 hp. Available safety equipment includes rear cross-traffic warning, blind-spot warning, and lane-keeping assist.

Base Price: $69,550-$125,300
Body Styles: 4-door SUV
Trim Lines: 450, 550, AMG 63
Drive Wheels: AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 turbo (362 hp); 4.7-liter V8 turbo (449 hp); 5.5-liter V8 turbo (577 hp)
Transmissions: 7-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	202
Width (in.)	76
Height (in.)	73
Wheelbase (in.)	121
Weight (lb.)	5,660
% weight front/rear	50/50

Cargo Measurement

Max. Load (lb.)	1,180
Cargo Volume, cu.ft.	47.0
Towing Capacity (lb.)	7,500

Fuel
Premium
EPA combined mpg 19

Overall Score	NA
Predicted Reliability	Much worse than average
Owner Satisfaction	Better than average
Road Test Score	NA
Crash Prevention	Std./Better

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			

NEW CAR PREDICTION Much worse than average

Mercedes-Benz S-Class

The S-Class is brimming with features and qualities that make it stand out among luxury cars. The powerful 4.7-liter turbo V8 that we tested provided effortless acceleration and delivered 18 mpg overall in our tests. The S-Class brings a whole host of advanced technology, including the ability to follow the road and stop by itself in an emergency. The ride is very plush and steady--the best we've ever tested--and the cabin is ultrahushed. Along with the seats and steering wheel, the door and center armrests are heated as well. Even though the S-Class is large and posh, handling agility is commendable. Many controls are overly complicated, however. Coupe and convertible versions are available. This year brought new engines that Mercedes-Benz claims are more fuel-efficient.

Base Price: $89,900-$229,500
Body Styles: convertible; coupe; sedan
Trim Lines: S450, S560, S63 AMG, S65 AMG
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (362 hp); 4.0-liter V8 turbo (463 hp); 4.0-liter V8 turbo (603 hp); 6.0-liter V12 turbo (621 hp)
Transmissions: 9-speed automatic

Overall Score	79
Predicted Reliability	
Owner Satisfaction	
Road Test Score	96
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 207
Width (in.) 75
Height (in.) 59
Wheelbase (in.) 125
Weight (lb.) 4,935
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 915
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 18

Mercedes-Benz SL

The SL is a high-performance grand-touring roadster with a retractable hardtop. The entry-level SL450's twin-turbo 3.0-liter V6 engine gets a boost to 362 hp and is mated to a new nine-speed automatic. The next step up the SL ladder, the SL550, is powered by a twin-turbo 4.7-liter V8, now making 449 hp. The monster AMG models--SL63 and SL65--make do with 577-hp, twin-turbo 5.5-liter V8 and 621-hp, twin-turbo 6.0-liter V12 engines, respectively. The luxurious SL is comfortable and quiet, making it a delightful commuter or road-trip vehicle. One slick feature is a roof panel that offers varying degrees of opacity. Safety features include automatic emergency braking, blind-spot warning, and lane-keeping assist.

Base Price: $88,200-$222,000
Body Styles: convertible
Trim Lines: SL450, SL550, SL63 AMG, SL65 AMG
Drive Wheels: Rear
Seating: 2 front
Engines: 3.0-liter V6 turbo (362 hp); 4.7-liter V8 turbo (449 hp); 5.5-liter V8 turbo (577 hp); 6.0-liter V12 turbo (621 hp)
Transmissions: 7-speed automatic; 9-speed automatic

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 74
Height (in.) 51
Wheelbase (in.) 102
Weight (lb.) 3,960
% weight front/rear 50/50
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. 14.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 20

WORSE — BETTER | RECOMMENDED

Mercedes-Benz SLC

The SLC features a retractable hardtop that does a great job at keeping the interior quiet. The SLC300 is powered by a 241-hp, 2.0-liter four-cylinder engine coupled to a nine-speed automatic transmission. There is also a more powerful V6 SLC43 version, which gets a turbocharged V6. This drop-top has crisp, enjoyable handling, with rock-solid body control and communicative steering. It can be both challenging and rewarding when driven on a track. The ride is firm but refined enough even for lengthy trips. The tight cabin is well-finished, with excellent seats that feature warm-air vents in the head restraints to keep your neck warm during chilly top-down drives.

Base Price: $48,400-$61,350
Body Styles: convertible
Trim Lines: SLC300, SLC43
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 turbo (241 hp); 3.0-liter V6 turbo (362 hp)
Transmissions: 9-speed automatic

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 163
Width (in.) 72
Height (in.) 51
Wheelbase (in.) 96
Weight (lb.) 3,295
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 560
Cargo Volume, cu.ft. 10.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 27

Mini Cooper

The 2019 Mini received a mid-cycle freshening that ratchets up the British flair and invites even more personalization. Minis are quirky and fun to drive, whether you have the classic two-door or the more practical four-door version. Base Coopers use a turbocharged three-cylinder that sounds a bit gravelly and returned 31 mpg overall with the six-speed automatic. The more powerful and nicer-sounding Cooper S uses a four-cylinder turbo and got 30 mpg with the six-speed manual. Handling is nimble and sporty, making all versions fun to drive. The ride is rather firm, however, and road noise is noticeable. Controls take some getting used to, and the backseat is still tiny. Options easily push the price past $30,000. A high-performance John Cooper Works bumps the power to 228 hp and gets firmer suspension.

Base Price: $21,900-$44,900
Body Styles: 2-door hatchback; 4-door hatchback; convertible
Trim Lines: Base, JCW, S
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.5-liter 3 turbo (134 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (228 hp)
Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual; 7-speed sequential

Overall Score	54-63
Predicted Reliability	
Owner Satisfaction	
Road Test Score	68-81
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 151
Width (in.) 68
Height (in.) 56
Wheelbase (in.) 98
Weight (lb.) 2,775
% weight front/rear 63/37
Cargo Measurement
Max. Load (lb.) 770
Cargo Volume, cu.ft. 9.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 30-31

Mini Cooper Clubman

The Clubman is a longer and wider version of the four-door Cooper and shares its platform with the BMW X1. Engine choices include a slightly wheezy-sounding three-cylinder turbo in the base car and a quicker and more enjoyable-sounding four-cylinder turbo in the S. The base Clubman we tested posted a very good 28 mpg overall. Handling is quite nimble, but the ride is very firm and road noise is pronounced. Unlike the regular Coopers, the Clubman's backseat is habitable. Controls take some getting used to, and the rear view is compromised by the two rear barn doors. With typical options the Clubman is priced in the low-$30,000s and the S can easily get to the high-$30,000s. An all-wheel-drive version is available with the S.

Base Price: $24,800-$35,900
Body Styles: wagon
Trim Lines: Base, JCW, S
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 3 turbo (134 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (228 hp)
Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	168
Width (in.)	71
Height (in.)	57
Wheelbase (in.)	105
Weight (lb.)	3,175
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	980
Cargo Volume, cu.ft.	23.0
Towing Capacity (lb.)	NR

Fuel
Premium
CR overall mpg 28

Overall Score	54
Predicted Reliability	↓
Owner Satisfaction	↑
Road Test Score	67
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ↓		

Mini Cooper Countryman

The SUV-like Countryman is based on the Clubman. It offers two engines: a so-so 1.5-liter turbo three-cylinder and a stronger, much more enjoyable 2.0-liter turbo four-cylinder. Front- and all-wheel drive are offered. An AWD plug-in hybrid version is also available. This Countryman is the roomiest Mini ever and features a surprisingly comfortable backseat. Handling remains agile, making the Countryman fun to drive. The ride is on the firm side, and the cabin can get loud. The Mini Driving Assistant system, which includes forward-collision warning and low-speed automatic emergency braking, requires buying numerous option packages. The BMW-like iDrive system has a learning curve but ultimately proves to be logical.

Base Price: $26,900-$44,400
Body Styles: 4-door SUV
Trim Lines: Base, JCW, Plug-in Hybrid, S
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 3 turbo (134 hp); 1.5-liter 3 hybrid (221 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (228 hp)
Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	170
Width (in.)	72
Height (in.)	61
Wheelbase (in.)	105
Weight (lb.)	3,690
% weight front/rear	58/42

Cargo Measurement

Max. Load (lb.)	925
Cargo Volume, cu.ft.	23.5
Towing Capacity (lb.)	NR

Fuel
Premium
CR overall mpg 25

Overall Score	63
Predicted Reliability	↓
Owner Satisfaction	↑
Road Test Score	82
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⇈	↓	*
Engine Minor	⇈	⇈	*
Engine Cooling	⇈	↓	*
Transmission Major	↑	⇈	*
Transmission Minor	⇈	⇈	*
Drive System	⇈	⇈	*
Fuel System	⇈	⇈	*
Electrical	⇈	⇈	*
Climate System	↑	↑	*
Suspension	⇈	⇈	*
Brakes	↑	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	↑	*
Noises/Leaks	↑	⇈	*
Body Hardware	⇈	⇈	*
Power Equipment	↑	⇈	*
In-Car Electronics	!	⇈	*
USED CAR VERDICTS	⇈	⇊	
NEW CAR PREDICTION	Worse than average ↓		

WORSE — BETTER | RECOMMENDED

Mitsubishi Eclipse Cross

Mitsubishi's all-new Eclipse Cross small SUV is based on the same platform as the Outlander and Outlander Sport. It slots between the two Outlander variants but adopts more coupelike styling. In our experience with the Eclipse Cross so far, we've found that it has a comfortable ride, but handling is raather mundane. Power comes from a lackluster 1.5-liter, turbocharged four-cylinder engine mated to a CVT. Only the base model is available with front-wheel drive; the rest of the trim lines have standard all-wheel drive. A center console touchpad handles infotainment functions, but it's very cumbersome and distracting to use. Rear and side visibility are problematic.

Base Price: $23,295-$27,895
Body Styles: 4-door SUV
Trim Lines: ES, LE, SE, SEL
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (152 hp)
Transmissions: CVT

Overall Score	NA
Predicted Reliability	●
Owner Satisfaction	▲
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	
Engine Major	
Engine Minor	
Engine Cooling	
Transmission Major	
Transmission Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises/Leaks	
Body Hardware	
Power Equipment	
In-Car Electronics	
USED CAR VERDICTS	
NEW CAR PREDICTION	Average ●

Facts & Figures

Exterior Dimensions
Length (in.) 173
Width (in.) 71
Height (in.) 67
Wheelbase (in.) 105
Weight (lb.) 3,515
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 1,500
Fuel
Regular
EPA combined mpg 25

Mitsubishi Mirage

Its rock-bottom sticker price and thrifty fuel economy of 37 mpg overall conjure an inviting image of an economical runabout. But that mirage quickly dissipates when you drive this tiny, tinny car. Recent minor updates brought a sedan body style, a hint more power, and Android Auto and Apple CarPlay, along with supposedly upgraded brakes. Yet those enhancements don't mask the weak, vibrating three-cylinder engine that delivers sluggish acceleration and a raspy chorus of lament, or the car's clumsy handling. Though it's relatively roomy, the depressing cabin feels drab, cheap, and insubstantial. In the end, there is no compelling reason to buy a Mirage, and, for the money, there are many much better used cars for the same price.

Base Price: $13,395-$17,095
Body Styles: 4-door hatchback; sedan
Trim Lines: ES, GT, SE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.2-liter 3 (78 hp)
Transmissions: 5-speed manual; CVT

Overall Score	37
Predicted Reliability	▲
Owner Satisfaction	▼
Road Test Score	29
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average ▲		

Facts & Figures

Exterior Dimensions
Length (in.) 149
Width (in.) 66
Height (in.) 59
Wheelbase (in.) 97
Weight (lb.) 2,085
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 17.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 37

Mitsubishi Outlander

Outdated and outclassed, the Outlander struggles to compete. Its high point is a standard tiny third-row seat, a rarity in this class. Though the ride is absorbent, it is also buoyant and doesn't feel tied down. Handling is clumsy, with slow steering response and lots of body lean in corners. The base 166-hp, 2.4-liter four-cylinder is mated to a CVT that amplifies the engine's howl when you ask for power. Acceleration is leisurely at 10 seconds from 0 to 60 mph, though its 24 mpg overall is competitive. Top-tier GT trims get a 224-hp, 3.0-liter V6 and six-speed automatic. Forward-collision warning and lane-departure warning are available on some trims. The plug-in hybrid can do a claimed 22 miles on electric power before switching to hybrid mode.

Base Price: $23,945-$32,245
Body Styles: 4-door SUV
Trim Lines: ES, GT, LE, PHEV, SE, SEL
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 hybrid (197 hp); 2.4-liter 4 (166 hp); 3.0-liter V6 (224 hp)
Transmissions: 6-speed automatic; CVT; 1-speed direct

Overall Score	63
Predicted Reliability	
Owner Satisfaction	
Road Test Score	59
Crash Prevention	Opt.

Reliability History — Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			

NEW CAR PREDICTION Better than average

Facts & Figures

Exterior Dimensions
Length (in.) 185
Width (in.) 71
Height (in.) 66
Wheelbase (in.) 105
Weight (lb.) 3,610
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 1,155
Cargo Volume, cu.ft. 32.5
Towing Capacity (lb.) 1,500
Fuel
Regular or premium
CR overall mpg 24

Mitsubishi Outlander Sport

This shortened version of the Outlander has less rear-seat room and cargo space. Despite the name, when it comes to driving it's not exactly a sporty SUV. Handling isn't that nimble, and acceleration is just adequate. In addition to the 2.0-liter engine, a more powerful 2.4-liter, four-cylinder engine is available. The Sport's choppy ride and very noisy cabin further detract from the driving experience. Still, it has a commanding seating position, as well as passenger and cargo versatility. Top-trim all-wheel-drive versions can get expensive enough that the Outlander Sport starts to compete with better SUVs. Recent updates include a redesigned steering wheel, a new 6.1-inch audio display, and new fabric for the seats.

Base Price: $20,395-$25,995
Body Styles: 4-door SUV
Trim Lines: ES, GT, LE, SE, SEL
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (148 hp); 2.4-liter 4 (168 hp)
Transmissions: 5-speed manual; CVT

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History — Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			

NEW CAR PREDICTION Better than average

Facts & Figures

Exterior Dimensions
Length (in.) 169
Width (in.) 70
Height (in.) 64
Wheelbase (in.) 105
Weight (lb.) 3,290
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 25.5
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
EPA combined mpg 26

Nissan Altima

This rather generic though roomy sedan uses a continuously variable transmission that works well when loafing around but dilutes the driving experience in more demanding situations. In our tests we got a decent 29 mpg overall with the 2.5-liter four-cylinder, and the 3.5-liter V6 returned 24 mpg overall. Handling feels mushy and saps confidence with its overly light steering, though it is ultimately secure. The ride is superficially soft, but over sharp bumps the suspension loses its absorbency. Controls are easy to use, but the infotainment system is fussy and limits phone interaction to voice commands. Blind-spot and lane-departure warning systems are available. For 2018, forward-collision warning with automatic emergency braking is standard. A 2019 redesign will go on sale this fall.

Base Price: $23,260-$33,630
Body Styles: sedan
Trim Lines: 2.5 S, 2.5 SL, 2.5 SR, 2.5 SV, 3.5 SL
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (179 hp); 3.5-liter V6 (270 hp)
Transmissions: CVT

Overall Score	72-77
Predicted Reliability	
Owner Satisfaction	
Road Test Score	71-80
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 72
Height (in.) 58
Wheelbase (in.) 109
Weight (lb.) 3,245
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 15.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 24-29

Nissan Armada

This less expensive version of the Infiniti QX80 is powered by a slick and robust 390-hp, 5.6-liter V8. We got a paltry 14 mpg overall, however. Though the soft suspension absorbs bumps well, the body jostles frequently. Handling is clumsy, with slow steering and pronounced body roll, but it's ultimately secure. Inside, the spacious cabin has a premium feel, particularly in Platinum trim. Controls are a bit dated, and it's a far reach to some buttons and knobs. Seven- and eight-passenger seating configurations are available, and the third row can power fold and unfold. Advanced safety systems such as forward-collision warning with automatic braking and blind-spot warning are part of the technology package. Available in rear-wheel or full-time four-wheel drive, the Armada can tow a generous 8,500 pounds.

Base Price: $46,090-$62,090
Body Styles: 4-door SUV
Trim Lines: Platinum, Platinum Reserve, SL, SV
Drive Wheels: Rear, 4WD
Seating: 2 front, 2 rear, 3 third
Engines: 5.6-liter V8 (390 hp)
Transmissions: 7-speed automatic

Overall Score	55
Predicted Reliability	
Owner Satisfaction	
Road Test Score	69
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	**17**
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 209
Width (in.) 80
Height (in.) 76
Wheelbase (in.) 121
Weight (lb.) 5,910
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 1,545
Cargo Volume, cu.ft. 47.0
Towing Capacity (lb.) 8,500
Fuel
Regular
CR overall mpg 14

Nissan Frontier

Dating back to 2005, the compact Frontier pickup truck shares a platform with the discontinued Xterra SUV and the previous-generation full-sized Titan pickup. In our tests we found the Frontier to be quick and relatively nimble, with a stiff though tolerable ride. The strong 4.0-liter V6 revved smoothly and felt very strong, but fuel economy was a decidedly unimpressive 15 mpg overall. A 2.5-liter four-cylinder engine powers base models. Only crew- and extended-cab body styles are offered, but rear-seat room is tight even in the crew cab. A model with a longer pickup bed is available, but the tailgate is very heavy. A redesign is in the pipeline.

Base Price: $18,990-$36,800
Body Styles: crew cab; extended cab
Trim Lines: Desert Runner, PRO-4X, S, SL, SV
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (152 hp); 4.0-liter V6 (261 hp)
Transmissions: 5-speed automatic; 5-speed manual; 6-speed manual

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 206
Width (in.) 73
Height (in.) 70
Wheelbase (in.) 126
Weight (lb.) 4,655
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,160
Cargo Volume, cu.ft.. . . . . NA
Towing Capacity (lb.) 6,100
Fuel
Regular
EPA combined mpg 17

Nissan Kicks

Nissan replaced the funky-looking Juke with the Kicks, an all-new entry in the growing segment of subcompact SUVs. Unlike the Juke, the Kicks won't offer a turbo engine or all-wheel drive. It's really a budget car designed to appeal to those customers who would normally buy a Nissan Sentra or Versa Note but are attracted to a more versatile and fashionable SUV styling. The Kicks comes with a modest 125-hp, 1.6-liter four-cylinder engine that is coupled to a CVT. On paper, this combination doesn't look so promising, but it might be sufficient for a small, front-wheel-drive wagon. Both forward-collision warning and automatic emergency braking are standard.

Base Price: $17,990-$20,290
Body Styles: wagon
Trim Lines: S, SR, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (125 hp)
Transmissions: CVT

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History			
Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 169
Width (in.) 69
Height (in.) 62
Wheelbase (in.) 103
Weight (lb.) 2,655
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft.. . . . . NA
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
EPA combined mpg 33

WORSE — BETTER | RECOMMENDED

Nissan Leaf

The Nissan Leaf electric car has been redesigned for 2018, with a more powerful electric motor, a larger 40-kWh battery that is claimed to yield 150 miles of driving range, and new driver-assist features. It is priced slightly lower than the outgoing version. Some other EVs, notably the Chevrolet Bolt and Tesla Model 3, boast significantly longer driving ranges. An optional 60-kWh battery arrives for 2019, giving the car a claimed 200-mile range. The E-Pedal feature decelerates the Leaf when the driver eases off the accelerator. The ride is rather stiff and the Leaf's handling is secure, but mundane. Nissan's optional ProPilot Assist can help keep the car in a lane and adjust its speed according to surrounding traffic. Forward-collision warning with automatic emergency braking is standard.

Base Price: $29,990-$36,200
Body Styles: 4-door hatchback
Trim Lines: S, SL, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (147 hp)
Transmissions: 1-speed direct

Overall Score	75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	71
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			

NEW CAR PREDICTION Better than average

Facts & Figures

Exterior Dimensions
Length (in.) 176
Width (in.) 71
Height (in.) 61
Wheelbase (in.) 106
Weight (lb.) 3,440
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. 24.0
Towing Capacity (lb.) . . . . . NR
Fuel
Electric
CR overall mpg 112

Nissan Maxima

The Maxima continues to use Nissan's smooth, powerful 3.5-liter V6, which is a highlight of the car. The continuously variable transmission works well for loafing around, but it saps any aspirations of sporty driving. Handling is mundane, and the ride is too stiff for a sedan that costs $40,000. The Maxima has a plush interior, and a number of high-tech safety and connectivity features, and it uses a fairly straightforward infotainment system. A low roofline inhibits access and visibility. Controls are simple to use, and the front seats are very comfortable and supportive. The rear cabin, however, is rather cramped. An SR version with a stiffer suspension is available, but it lacks a sunroof. For 2018, forward-collision warning with automatic emergency braking is standard.

Base Price: $33,270-$40,940
Body Styles: sedan
Trim Lines: Platinum, S, SL, SR, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (300 hp)
Transmissions: CVT

Overall Score	71
Predicted Reliability	
Owner Satisfaction	
Road Test Score	81
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			

NEW CAR PREDICTION Worse than average

Facts & Figures

Exterior Dimensions
Length (in.) 193
Width (in.) 73
Height (in.) 57
Wheelbase (in.) 109
Weight (lb.) 3,535
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 14.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 25

Nissan Murano

Nissan's midsized SUV uses a punchy, refined 3.5-liter six-cylinder paired with a continuously variable transmission. The cabin is quiet and well-finished, and has an upscale feel to it. Handling is not very sporty, with overly light steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires but less so on the Platinum trim's 20-inch tires. Optional safety features include blind-spot and cross-traffic warnings. An available 8-inch color display houses the NissanConnect infotainment system. For 2018, forward-collision warning with automatic emergency braking is standard.

Base Price: $30,800-$43,830
Body Styles: 4-door SUV
Trim Lines: Platinum, S, SL, SV
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (260 hp)
Transmissions: CVT

Overall Score	72
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions

Length (in.)	192
Width (in.)	75
Height (in.)	67
Wheelbase (in.)	111
Weight (lb.)	4,025
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	900
Cargo Volume, cu.ft.	33.5
Towing Capacity (lb.)	1,500

Fuel
Regular
CR overall mpg 21

Nissan Pathfinder

The midsized Pathfinder has seating for up to seven, but the second-row seat is very low and the third-row seat is tight. The 3.5-liter V6 and continuously variable transmission delivered respectable acceleration and 18 mpg overall in our tests. We found the ride to be comfortable enough, but handling lacks agility. The quiet cabin is spacious, and the controls are fairly easy to master. The passenger-side rear seat can be moved forward with a child seat installed. A recent freshening saw the V6 gain 24 hp and an increase in towing capacity to 6,000 pounds. Blind-spot warning and rear cross-traffic alert are available. For 2018, forward-collision warning with automatic emergency braking is standard. A new feature reminds parents to check for children in the rear seats before exiting the vehicle.

Base Price: $31,040-$44,260
Body Styles: 4-door SUV
Trim Lines: Platinum, S, SL, SV
Drive Wheels: Front, 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 3.5-liter V6 (284 hp)
Transmissions: CVT

Overall Score	69
Predicted Reliability	
Owner Satisfaction	
Road Test Score	72
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions

Length (in.)	199
Width (in.)	77
Height (in.)	70
Wheelbase (in.)	114
Weight (lb.)	4,505
% weight front/rear	54/46

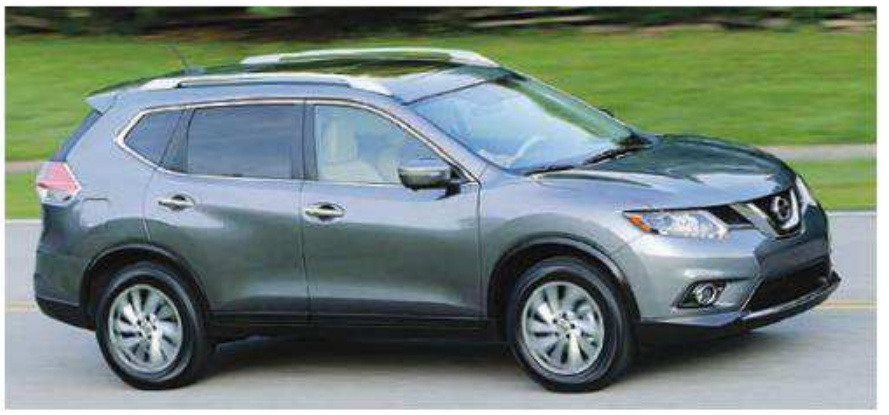
Cargo Measurement

Max. Load (lb.)	1,150
Cargo Volume, cu.ft.	39.5
Towing Capacity (lb.)	6,000

Fuel
Regular
CR overall mpg 18

WORSE — BETTER | RECOMMENDED

Nissan Rogue



The easy-to-drive Rogue is one of the better small SUVs. It is relatively roomy and quiet. Handling is sound, with prompt steering response and restrained body lean in corners. Power comes from a 2.5-liter four-cylinder mated to a continuously variable transmission. The CVT is not overly intrusive unless you tromp on the gas pedal. A hybrid is also available. Our AWD Rogue delivered 24 mpg overall. The interior is spacious for the class and is nicely finished. The rear seat is very roomy. Available safety gear includes lane-departure warning and prevention. For 2018, forward-collision warning with automatic emergency braking is standard.

Base Price: $24,680-$32,410
Body Styles: 4-door SUV
Trim Lines: Hybrid SL, Hybrid SV, S, SL, SV
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (170 hp); 2.5-liter 4 hybrid (176 hp)
Transmissions: CVT

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 185
Width (in.) 72
Height (in.) 66
Wheelbase (in.) 107
Weight (lb.) 3,590
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 31.5
Towing Capacity (lb.) 1,100
Fuel
Regular
CR overall mpg 24

Nissan Rogue Sport

Measuring a foot shorter than the familiar Rogue, the new Rogue Sport gives Nissan a competitor in the subcompact-SUV category. All trims use the same pleasant, though not overly powerful, 141-hp, 2.0-liter four-cylinder engine mated to a continuously variable transmission. In our tests we got 26 mpg overall, which doesn't stand out in the class. The Sport handles responsively and rides in a refined manner, with cabin noise kept to reasonable levels. Connectivity features include the available NissanConnect navigation/app system with a 7.0-inch color touch screen and Siri Eyes Free. Plus, the Sport offers a 360-degree-view camera, which is helpful for negotiating tight parking spaces. 2018.5 Rogue Sports have standard forward-collision warning with automatic emergency braking.

Base Price: $21,640-$27,640
Body Styles: 4-door SUV
Trim Lines: S, SL, SV
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (141 hp)
Transmissions: CVT

Overall Score	70
Predicted Reliability	
Owner Satisfaction	
Road Test Score	72
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 172
Width (in.) 72
Height (in.) 63
Wheelbase (in.) 104
Weight (lb.) 3,365
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 24.5
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 26

Nissan Sentra

Overall, the compact Sentra trails the class. A recent freshening resulted in a quieter car, thanks in part to the less intrusive CVT. Handling is fairly responsive and secure, but the ride is stiff and the driving experience is ho-hum and joyless. The tall stance makes getting in and out of the cabin easy, the elevated driving position helps visibility, and the rear seat is very roomy. Acceleration times are among the slowest in the class, the cockpit is narrow, and the front seats lack support. Improvements to occupant crash protection resulted in better IIHS crash-test scores, and available safety features include blind-spot warning and rear cross-traffic alert. Sportier turbo and NISMO versions are available. For 2018, most versions of the Sentra get standard forward-collision warning and automatic emergency braking.

Base Price: $16,990-$25,790
Body Styles: sedan
Trim Lines: NISMO, S, SL, SR, SR Turbo, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 (124 hp); 1.8-liter 4 turbo (188 hp)
Transmissions: 6-speed manual; CVT

Overall Score	51
Predicted Reliability	↓
Owner Satisfaction	⇓
Road Test Score	62
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⇑	⇑	*
Engine Minor	⇑	⇑	*
Engine Cooling	⇑	⇑	*
Transmission Major	!	⇑	*
Transmission Minor	⇑	⇑	*
Drive System	!	⇑	*
Fuel System	⇑	⇑	*
Electrical	⇑	⇑	*
Climate System	!	⇑	*
Suspension	⇑	⇑	*
Brakes	⇓	↑	*
Exhaust	⇑	⇑	*
Paint/Trim	!	⇓	*
Noises/Leaks	↓	⇓	*
Body Hardware	⇑	⇑	*
Power Equipment	⇓	⇑	*
In-Car Electronics	↑	⇑	*
USED CAR VERDICTS	⇓	↑	
NEW CAR PREDICTION	Worse than average ↓		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 69
Height (in.) 59
Wheelbase (in.) 106
Weight (lb.) 2,865
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. 15.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 31

Nissan Titan

The regular Titan is more pleasant to drive than the Titan XD version, which is closer in ride and handling to a heavy-duty version. The light-duty Titan comes with a smooth and punchy gas 5.6-liter V8 that is mated to a slick and responsive seven-speed automatic transmission. A V6 engine will follow later. The ride is more tolerable than the XD's, and handling is less clumsy. The roomy cabin has a variety of handy storage places, and the rear tailgate is damped--a nice touch. A suite of safety and driver-assistance features is offered, including Nissan's surround-view camera system, blind-spot warning, and moving-object detection. When properly equipped, the Titan can tow 9,390 pounds.

Base Price: $30,030-$56,300
Body Styles: crew cab; extended cab; regular cab
Trim Lines: Platinum, PRO-4X, S, SL, SV
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear
Engines: 5.6-liter V8 (390 hp)
Transmissions: 7-speed automatic

Overall Score	62
Predicted Reliability	↓
Owner Satisfaction	↑
Road Test Score	79
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ↓		

Facts & Figures

Exterior Dimensions
Length (in.) 228
Width (in.) 80
Height (in.) 77
Wheelbase (in.) 140
Weight (lb.) 5,770
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 1,435
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 9,390
Fuel
Regular
CR overall mpg 16

WORSE — BETTER | RECOMMENDED

Nissan Versa

Nissan's subcompact Versa sedan, with its cheap interior and noisy cabin, even lags behind other unimpressive subcompacts. Overall, it feels like a bare-bones penalty box. The engine drones as the car gathers speed, and the continuously variable transmission exacerbates engine noise. Handling, though secure, lacks precision, and the car feels clumsy as a result. The ride is stiff, with short quick pitches that make it feel jumpy. To its credit, the rear seat is relatively roomy, most controls are straightforward, and fuel economy is commendable at 32 mpg overall. The Versa Note is a much nicer car and a better choice. The Versa scored a Poor in the IIHS small-overlap crash test.

Base Price: $12,110-$15,840
Body Styles: sedan
Trim Lines: S, S Plus, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (109 hp)
Transmissions: 5-speed manual; CVT

Overall Score	52
Predicted Reliability	↑
Owner Satisfaction	↓↓
Road Test Score	56
Crash Prevention	NA

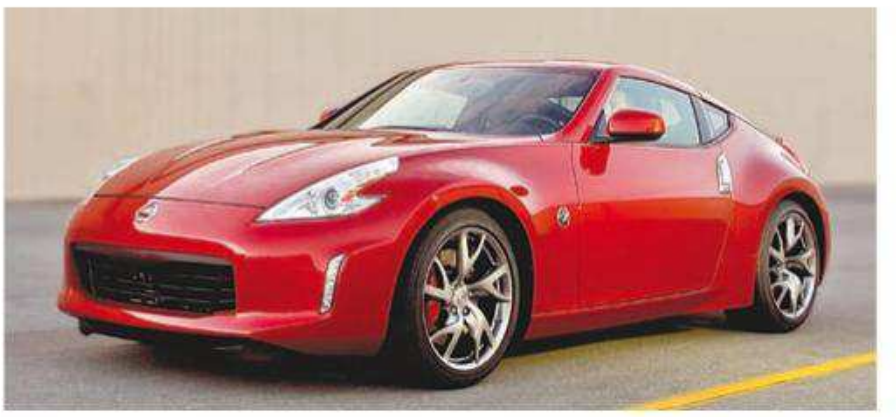
Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average ↑		

Facts & Figures

Exterior Dimensions
Length (in.) 175
Width (in.) 67
Height (in.) 60
Wheelbase (in.) 102
Weight (lb.) 2,430
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 15.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 32

Nissan Z



✓ Employing a strong and smooth 3.7-liter V6, the Nissan Z delivers quick acceleration and respectable fuel economy. The six-speed manual is a bit stiff but easy enough to use, and it can match revs on downshifts. Handling is planted, with quick steering and lots of grip, but somehow the car isn't as engaging to drive as one would expect. The ride is very stiff and choppy, and road and tire noise are constant. The Z's well-finished interior is cramped, and visibility is lousy. The radio and climate controls are very low, and their labels are small. Convertible and stiffer-riding, higher-performance NISMO versions are available. A noise cancelation/enhancement system helps to quiet some of the interior racket.

Base Price: $29,990-$49,400
Body Styles: convertible; coupe
Trim Lines: Base, NISMO, Sport, Touring, Touring Sport
Drive Wheels: Rear
Seating: 2 front
Engines: 3.7-liter V6 (332 hp); 3.7-liter V6 (350 hp)
Transmissions: 7-speed automatic; 6-speed manual

Overall Score	73
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	81
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 167
Width (in.) 73
Height (in.) 52
Wheelbase (in.) 100
Weight (lb.) 3,385
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 450
Cargo Volume, cu.ft. 7.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 23

Porsche 718 Boxster

Porsche's roadster offers turbocharged 2.0- and 2.5-liter four-cylinder engines, replacing the previous Sixes. Most 718s come with a seven-speed automated manual, which impersonates a manually shifted gearbox quite well. A manual transmission is also available. Chopping off two cylinders brought more readily available power and a throaty thrum, but at the expense of Porsche's high-revving zing. Handling is superlative, with impressive grip and balance, which make the car super-responsive and fun to drive. The ride is very firm but not too punishing. The cabin has a premium ambience, but the button overload takes getting used to. Opening or closing the well-insulated power top takes 10 seconds, even on the move up to 43 mph. The front trunk is a bonus.

Base Price: $57,400-$81,900
Body Styles: convertible
Trim Lines: Base, S
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 turbo (300 hp); 2.5-liter 4 turbo (350 hp)
Transmissions: 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	172
Width (in.)	71
Height (in.)	50
Wheelbase (in.)	97
Weight (lb.)	3,150
% weight front/rear	44/56

Cargo Measurement

Max. Load (lb.)	485
Cargo Volume, cu.ft.	4.0
Towing Capacity (lb.)	NR

Fuel
Premium
CR overall mpg 26

Overall Score	83
Predicted Reliability	
Owner Satisfaction	
Road Test Score	95
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Porsche 911

The 911's iconic shape hides a thoroughly modern sports car, delivering performance and relative refinement. All the engines have been updated, with the base model getting a 370-hp six-cylinder engine and the Carrera S a 420-hp engine, both matched with a seven-speed manual. There are numerous higher-performance versions offered. The 911 is quick, with sublime handling that makes you feel directly connected to the machine. The exhaust note is terrific, and driving the automated manual is almost as thrilling as the stick shift. The 911 isn't particularly taxing on long trips, thanks to its relatively supple ride and subdued noise levels, but the low-slung cabin makes getting in and out a challenge. The interior is beautifully crafted, but the numerous buttons and switches can be daunting at first.

Base Price: $91,100-$293,200
Body Styles: convertible; coupe
Trim Lines: Carrera, Carrera S, Carrera T, GT2 RS, GT3, GTS, Targa 4, Targa 4S, Turbo, Turbo S
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 3.0-liter 6 turbo (370 hp); 3.0-liter 6 turbo (420 hp, 450 hp); 3.8-liter 6 turbo (540 hp, 580 hp, 607 hp, 700 hp); 4.0-liter 6 (500 hp)
Transmissions: 7-spd man; 7-spd seq

Facts & Figures

Exterior Dimensions

Length (in.)	177
Width (in.)	71
Height (in.)	51
Wheelbase (in.)	96
Weight (lb.)	3,235
% weight front/rear	38/62

Cargo Measurement

Max. Load (lb.)	660
Cargo Volume, cu.ft.	5.0
Towing Capacity (lb.)	NR

Fuel
Premium
CR overall mpg 23

Overall Score	87
Predicted Reliability	
Owner Satisfaction	
Road Test Score	95
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major		*	
Engine Minor		*	
Engine Cooling		*	
Transmission Major		*	
Transmission Minor		*	
Drive System		*	
Fuel System		*	
Electrical		*	
Climate System		*	
Suspension		*	
Brakes		*	
Exhaust		*	
Paint/Trim		*	
Noises/Leaks		*	
Body Hardware		*	
Power Equipment		*	
In-Car Electronics		*	
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

P

WORSE — BETTER | RECOMMENDED

Porsche Cayenne

The midsized Cayenne is one of the sportiest, most responsive SUVs available. The V6 engine and very smooth eight-speed automatic work well together. We liked the steady, compised highway ride, although it gets stiff at low speeds. For 2019 the Porsche gets a redesign that carries that tradition on, but with more refinement and high tech. The seats are supportive and comfortable, and the cargo area is roomy enough. Interior fit and finish is impeccable, with high-quality leather and brushed-aluminum trim, but the controls can be confusing to use, including the new gear selector. A plug-in hybrid is also available, and it takes 2.5 hours to charge with a 240-volt connector.

Base Price: $60,600-$161,600
Body Styles: 4-door SUV
Trim Lines: Base, GTS, S, S E-Hybrid, Turbo, Turbo S
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 hybrid (416 hp); 3.6-liter V6 (300 hp); 3.6-liter V6 turbo (420 hp); 3.6-liter V6 turbo (440 hp); 4.8-liter V8 turbo (520 hp); 4.8-liter V8 turbo (570 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	191
Width (in.)	79
Height (in.)	67
Wheelbase (in.)	114
Weight (lb.)	4,795
% weight front/rear	53/47

Cargo Measurement

Max. Load (lb.)	1,280
Cargo Volume, cu.ft.	33.0
Towing Capacity (lb.)	7,715

Fuel
Premium
CR overall mpg 19

Overall Score	56
Predicted Reliability	
Owner Satisfaction	
Road Test Score	78
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*		*
Engine Minor	*		*
Engine Cooling	*		*
Transmission Major	*		*
Transmission Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Porsche Macan

Porsche's Macan combines much of the performance and feel of its sports cars with the functional package of a small SUV. Three 3.0-liter, V6 turbo engines are offered, ranging from 340 to 400 hp, in addition to a 2.0-liter turbo four-cylinder. Though based on the previous-generation Audi Q5, the power, handling, and engine note are true Porsche. In fact, this is one of the best-handling SUVs we've ever tested. The seats, controls, fit and finish, and attention to detail are all first-rate. The firm ride is steady and controlled but not plush. The cabin is quite snug, and the center dashboard is a dizzying array of buttons that can be confusing at first. While the Macan isn't meant for utilitarian tasks, it possesses impressively high towing and payload capacities.

Base Price: $47,800-$87,700
Body Styles: 4-door SUV
Trim Lines: Base, GTS, S, Turbo
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (252 hp); 3.0-liter V6 turbo (340 hp); 3.0-liter V6 turbo (360 hp); 3.6-liter V6 turbo (400 hp)
Transmissions: 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	184
Width (in.)	76
Height (in.)	64
Wheelbase (in.)	111
Weight (lb.)	4,415
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	1,150
Cargo Volume, cu.ft.	29.0
Towing Capacity (lb.)	5,220

Fuel
Premium
CR overall mpg 19

Overall Score	80
Predicted Reliability	
Owner Satisfaction	
Road Test Score	85
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Porsche Panamera

The second-generation Panamera preserves the original's sporty Porsche driving experience. This large, four-door luxury car hides beneath a coupe silhouette and retains its versatile hatchback configuration. New turbocharged engines provide plenty of motivation. An optional air suspension and advanced safety features are also available. The Panamera delivers performance and agility along with enough room for four adults to ride comfortably. All versions except for the base car come with all-wheel drive. The new interior features a large touch screen to interface with audio, navigation, and various settings. Also new is a confusing electronic shifter, which is surrounded by a piano-black surface that houses many flush buttons.

Base Price: $85,000-$194,800
Body Styles: 4-door hatchback
Trim Lines: 4, 4 E-Hybrid, 4S, Base, Executive, Sport Turismo, Turbo
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 2.9-liter V6 turbo (440 hp); 2.9-liter V6 hybrid (462 hp); 3.0-liter V6 turbo (330 hp); 4.0-liter V8 turbo (550 hp); 4.0-liter V8 hybrid (680 hp)
Transmissions: 8-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	199
Width (in.)	76
Height (in.)	56
Wheelbase (in.)	116
Weight (lb.)	4,125
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	990
Cargo Volume, cu.ft.	17.0
Towing Capacity (lb.)	NR

Fuel
Premium
EPA combined mpg 23

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION Average			

Ram 1500

The outgoing Ram 1500 was the most comfortable-riding full-sized pickup on the market, thanks to its coil-spring rear suspension setup. The 2019 truck keeps that suspension, and we hope that means it will retain the old truck's ride. The smooth 5.7-liter V8 carries over, and has mild-hybrid technology available as an option. The base 3.6-liter V6 includes that hybrid system as standard equipment. The torquey 3.0-liter diesel V6 version is expensive but delivers effortless thrust. In the old truck, the diesel returned 20 mpg overall in our tests. Rear-seat room is generous, and the Uconnect touchscreen infotainment system is easy to use. The top trim limited is lavishly furnished inside, and features an enormous 12-inch touch screen for the Uconnect system.

Base Price: $31,695-$59,285
Body Styles: crew cab; extended cab
Trim Lines: Big Horn, Laramie, Laramie Longhorn, Limited, Rebel, SLT, Sport, Tradesman
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear
Engines: 3.0-liter V6 turbodiesel (240 hp); 3.6-liter V6 (305 hp); 5.7-liter V8 (395 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	233
Width (in.)	82
Height (in.)	78
Wheelbase (in.)	145
Weight (lb.)	5,200
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	1,400
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	12,750

Fuel
Regular or diesel
EPA combined mpg 17

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION Average			

S

WORSE — BETTER | RECOMMENDED

Subaru Ascent

Subaru's new midsized three-row SUV competes with the Honda Pilot and Toyota Highlander. The Ascent is powered by an all-new 2.4-liter turbocharged four-cylinder engine mated to a continuously variable transmission. Standard all-wheel drive is a given. Subaru's EyeSight suite of active safety features, including forward-collision warning and automatic emergency braking, are standard. The Ascent's ride is impressive, and its suspension absorbs bumps better than some luxury cars. The cabin is quiet and the effects of the CVT on engine noise are minimal. Handling is sound but not as sporty as the Mazda CX-9. Opting for captains chairs in the middle row reduces passenger capacity to seven.

Base Price: $31,995-$44,695
Body Styles: 4-door SUV
Trim Lines: Base, Limited, Premium, Touring
Drive Wheels: AWD
Seating: 2 front, 3 rear, 3 third
Engines: 2.4-liter 4 turbo (260 hp)
Transmissions: CVT

Overall Score	NA
Predicted Reliability	●
Owner Satisfaction	▲
Road Test Score	NA
Crash Prevention	Std./▲▲

Reliability History			
Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		●

Facts & Figures

Exterior Dimensions
Length (in.) 197
Width (in.) 76
Height (in.) 72
Wheelbase (in.) 114
Weight (lb.) 4,475
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) 1,160
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 5,000
Fuel
Regular
EPA combined mpg 23

Subaru BRZ

✓ Developed with Toyota, Subaru's rear-wheel-drive sports car features a 2.0-liter, four-cylinder engine with a choice of a six-speed manual or automatic transmission. Handling is super-responsive, with cornering precision that makes the BRZ fun to drive. The car turns in promptly, with almost no body lean. The steering is quick and well-weighted. At its limits, the BRZ is slightly more forgiving than the similar Toyota 86 because the BRZ is less prone to sliding its tail during spirited driving. The ride is also a bit more jittery than in the 86. The cabin is relatively plain, with well-bolstered sport seats. Everything needed for enthusiastic driving is in easy reach, with a perfectly placed steering wheel, pedals, and shifter. The cabin is snug, but there is good space for the driver. But the ride and elevated noise can be taxing.

Base Price: $25,595-$33,495
Body Styles: coupe
Trim Lines: Limited, Premium, tS
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 (200 hp); 2.0-liter 4 (205 hp)
Transmissions: 6-speed automatic; 6-speed manual

Overall Score	82
Predicted Reliability	▲▲
Owner Satisfaction	▲
Road Test Score	79
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major	▲▲	▲▲	*
Engine Minor	▲▲	▲▲	*
Engine Cooling	▲▲	▲▲	*
Transmission Major	▲▲	▲▲	*
Transmission Minor	▲▲	▲▲	*
Drive System	▲▲	▲▲	*
Fuel System	▲▲	▲▲	*
Electrical	▲▲	▲▲	*
Climate System	▲▲	▲▲	*
Suspension	▲▲	▲▲	*
Brakes	▲▲	▲▲	*
Exhaust	▲▲	▲▲	*
Paint/Trim	▼▼	▲▲	*
Noises/Leaks	▲▲	▲▲	*
Body Hardware	▲▲	▲▲	*
Power Equipment	▲	▲▲	*
In-Car Electronics	▲	▲	*
USED CAR VERDICTS	▲▲	▲▲	
NEW CAR PREDICTION	Much better than average		▲▲

Facts & Figures

Exterior Dimensions
Length (in.) 167
Width (in.) 70
Height (in.) 51
Wheelbase (in.) 101
Weight (lb.) 2,770
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 700
Cargo Volume, cu.ft. 7.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 30

Subaru Crosstrek

The Crosstrek is an appealing option for buyers who don't need the room of a compact SUV. It has better fuel economy, improved ride comfort, and reduced cabin noise compared with the previous generation. The 2.0-liter, four-cylinder engine is mated to a continuously variable transmission. This combination gets the job done, but it won't set your heart on fire. But its 29 mpg overall is quite frugal for an AWD vehicle. The Crosstrek has secure handling, though it isn't sporty to drive. The infotainment system is capable and user-friendly. Subaru's optional EyeSight driver-assist system includes automatic emergency braking and lane-departure warning with lane- keeping assist. Other available safety features include blind-spot warning and rear cross-traffic alert.

Base Price: $21,795-$26,295
Body Styles: 4-door SUV
Trim Lines: Base, Limited, Premium
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (152 hp)
Transmissions: 6-speed manual; CVT

Overall Score	80
Predicted Reliability	
Owner Satisfaction	
Road Test Score	87
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION Average			

Facts & Figures

Exterior Dimensions
Length (in.) 176
Width (in.) 71
Height (in.) 64
Wheelbase (in.) 105
Weight (lb.) 3,190
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft.. . . . . 27.5
Towing Capacity (lb.) 1,500
Fuel
Regular
CR overall mpg 29

Subaru Forester

Hitting the sweet spot among small SUVs, the Forester delivers a spacious interior, impressive safety equipment and crashworthiness, and outstanding visibility in a right-sized, affordable package. Fuel economy is excellent at 26 mpg overall, especially given the standard AWD. The ride is supple, and handling is very secure. Engine noise is pronounced when merging or climbing hills, however. Controls are straightforward and easy to use. The infotainment and connectivity systems have finally been updated with an intuitive touch screen. Midtrim Foresters bring a lot of content for the money, but it's easy to crest $30,000 with option packages. A feisty turbo comes with XT trim but compromises the value equation. The optional EyeSight system includes forward-collision warning and automatic emergency braking.

Base Price: $22,795-$36,090
Body Styles: 4-door SUV
Trim Lines: 2.0XT Premium, 2.0XT Touring, 2.5i, 2.5i Limited, 2.5i Premium, 2.5i Touring
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (250 hp); 2.5-liter 4 (170 hp)
Transmissions: 6-speed manual; CVT

Overall Score	84
Predicted Reliability	
Owner Satisfaction	
Road Test Score	85
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION Much better than average			

Facts & Figures

Exterior Dimensions
Length (in.) 181
Width (in.) 71
Height (in.) 66
Wheelbase (in.) 104
Weight (lb.) 3,370
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft.. . . . . 35.5
Towing Capacity (lb.) 1,500
Fuel
Regular or premium
CR overall mpg 26

S

WORSE — BETTER | RECOMMENDED

Subaru Impreza

The Impreza is a roomy compact that is available in sedan and five-door hatchback body styles. It has a very comfortable ride, agile and secure handling, and a relatively quiet cabin. The 2.0-liter, four-cylinder engine is mated to a continuously variable transmission that mimics a conventional automatic transmission and is not overly intrusive. The Impreza is satisfying to drive. Steering is responsive, and the body remains sure-footed in corners, no matter how bumpy the road. We got 30 mpg overall with our sedan, commendable given the standard all-wheel drive. The infotainment screen is easy to use, and the rear seat is roomy for a compact car. We recommend buying Subaru's comprehensive EyeSight suite of advanced safety gear, which includes forward-collision warning and automatic emergency braking.

Base Price: $18,495-$24,695
Body Styles: sedan; wagon
Trim Lines: 2.0i, Limited, Premium, Sport
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (152 hp)
Transmissions: 5-speed manual; CVT

Overall Score	66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	85
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 70
Height (in.) 57
Wheelbase (in.) 105
Weight (lb.) 3,085
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 12.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 30

Subaru Legacy

The Legacy is one of the roomier, quieter, and more refined midsized sedans--attributes that help it remain as one of our top-scoring models in the class. Its ride is more comfortable than some luxury cars', and handling is sound and secure. The 2.5-liter four-cylinder is no rocket, but it gets the job done and returns 26 mpg overall. A stronger, quieter, and thirstier 3.6-liter six-cylinder transforms the car, giving it strong performance. The unobtrusive CVT behaves much like a conventional automatic. The infotainment system includes an easy-to-use touch screen with internet radio and Bluetooth. Advanced safety features, such as automatic emergency braking and blind-spot monitoring, are optional. For 2018 Subaru has made the car less jumpy when starting up from a stop, and Android Auto and Apple CarPlay compatibility are standard.

Base Price: $22,195-$31,945
Body Styles: sedan
Trim Lines: 2.5i, 2.5i Limited, 2.5i Premium, 2.5 Sport, 3.6R Limited
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (175 hp); 3.6-liter 6 (256 hp)
Transmissions: CVT

Overall Score	81
Predicted Reliability	
Owner Satisfaction	
Road Test Score	89
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 189
Width (in.) 72
Height (in.) 59
Wheelbase (in.) 108
Weight (lb.) 3,470
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 15.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 26

Subaru Outback

An SUV alternative, the Outback is roomy and functional, and appeals to the practical-minded buyer. It rides very comfortably, with secure handling and standard AWD. The 2.5-liter four-cylinder returns 24 mpg overall and drives through a standard continuously variable transmission. A stronger and thirstier 3.6-liter six-cylinder transforms the car, making it quicker and quieter. The controls are easy-to-use, including the touch-screen infotainment system. The wagon's generous rear seat is spacious enough for three adults. The generous cargo area is comparable to an SUV's, with a lower loading height to boot. The optional EyeSight safety suite adds automatic emergency braking. For 2018 the Outback is less jumpy when accelerating from a stop, and Android Auto and Apple CarPlay compatibility are standard.

Base Price: $25,895-$38,690
Body Styles: wagon
Trim Lines: 2.5i, 2.5i Limited, 2.5i Premium, 2.5i Touring, 3.6R Limited, 3.6R Touring
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (175 hp); 3.6-liter 6 (256 hp)
Transmissions: CVT

Overall Score	76-78
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82-85
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION Average			

Facts & Figures

Exterior Dimensions
Length (in.) 190
Width (in.) 72
Height (in.) 66
Wheelbase (in.) 108
Weight (lb.) 3,640
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 34.0
Towing Capacity (lb.) 2,700
Fuel
Regular
CR overall mpg 22-24

Subaru WRX

With its blistering acceleration and tenacious cornering grip, the WRX is built for the enthusiast driver. A manual is standard, and the optional CVT has eight predetermined ratios that the driver controls via steering-wheel paddles. Power is abundant, handling is nimble, and the WRX is very capable on a track. But the ride is very stiff and choppy, and the clunky shifter and abrupt clutch engagement make the WRX frustrating as a daily driver. The higher-performance WRX STI has a different transmission and suspension, and a more powerful 305-hp engine. Subaru's EyeSight safety system includes automatic emergency braking and lane-departure warning. Recent updates include enhanced suspension tuning, interior refinements, and some new features.

Base Price: $26,995-$40,895
Body Styles: sedan
Trim Lines: Base, Limited, Premium, STI, STI Limited, Type RA
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (268 hp); 2.5-liter 4 turbo (305 hp); 2.5-liter 4 turbo (310 hp)
Transmissions: 6-speed manual; CVT

Overall Score	65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	75
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION Average			

Facts & Figures

Exterior Dimensions
Length (in.) 180
Width (in.) 69
Height (in.) 58
Wheelbase (in.) 103
Weight (lb.) 3,320
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 11.0
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 26

T

WORSE — BETTER | RECOMMENDED

Tesla Model 3

Tesla's Model 3 sedan starts at $35,000, but typically-equipped early versions are around $50,000. The long-range battery can go at least 310 miles on a charge. Standard battery versions have an EPA-rated 220-mile range. AWD models should arrive in late 2018. The long range version takes 12 hours to charge on a 32-amp 240-volt connector. The car accelerates swiftly and its handling is remarkably agile, but the ride is stiff and wind and road noise intrude. The interior is uncluttered and nicely finished, and the front seats are comfortable, but the rear seat sits uncomfortably low. The controls are very distracting, since many simple tasks, such as adjusting the mirrors, require fussing with the large touch screen. The Autopilot driver-assistance features can maintain the car's speed and keep it in its lane, but it isn't designed to react to all driving conditions, so drivers must remain engaged.

Base Price: $35,000-$78,000
Body Styles: sedan
Trim Lines: Long Range, Performance, Standard
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: Electric (258 hp)
Transmissions: 1-speed direct

Overall Score	77
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 185
Width (in.) 73
Height (in.) 57
Wheelbase (in.) 113
Weight (lb.) 3,895
% weight front/rear 48/52
Cargo Measurement
Max. Load (lb.) 890
Cargo Volume, cu.ft. 15.0
Towing Capacity (lb.) . . . . . NR
Fuel
Electric
CR overall mpg 130

Tesla Model S

This sleek, fully electric four-door luxury car seats five, or seven with the optional rear-facing jump seats. With its standard 75-kWh battery, we found that the Model S could cover 235 miles on a single charge. The car can be charged in about 6 hours on a dedicated Tesla connector. Performance is exceptional, with quiet and thrilling acceleration, pinpoint handling, and a firm yet comfortable ride--particularly with the standard 19-inch tires and air suspension. The hatchback design aids versatility, and the front trunk is a bonus. A huge iPad-like center touch screen interfaces with most functions but proves to be distracting. Other drawbacks include restricted visibility and range limitations, especially in cold weather. All-wheel drive is now standard, and active safety features are available.

Base Price: $74,500-$135,000
Body Styles: sedan
Trim Lines: 100D, 75D, P100D
Drive Wheels: AWD
Seating: 2 front, 3 rear, 2 third
Engines: Electric (328 hp); Electric (417 hp); Electric (463 hp); Electric (532 hp)
Transmissions: 1-speed direct

Overall Score	94
Predicted Reliability	
Owner Satisfaction	
Road Test Score	100
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 77
Height (in.) 57
Wheelbase (in.) 117
Weight (lb.) 4,960
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 890
Cargo Volume, cu.ft. 32.0
Towing Capacity (lb.) . . . . . NR
Fuel
Electric
CR overall mpg 87

Tesla Model X

The electric-powered Model X is more showy than practical. It features rear doors that open up and out of the way, giving easy access to the second-row seats. But these massive doors take their time to open and close. The huge windshield extends up and over the front-seat occupants, making the cabin feel airy and futuristic. Buyers can opt for a five-, six-, or seven-passenger seating configuration, but unlike in every other SUV, the second row doesn't fold if you have the two captain's chairs, which compromises utility. Getting into the third-row is complicated by having to motor the middle seats forward, but at least the resulting entry path is decently sized. Like the S, the Model X is very quick and handles well. But ride comfort and noise isolation aren't as good as in the S. The 90-kWh version we tested had a realistic 230-mile range.

Base Price: $79,500-$140,000
Body Styles: 4-door SUV
Trim Lines: 100D, 75D, P100D
Drive Wheels: AWD
Seating: 2 front, 2 rear, 2 third
Engines: Electric (417 hp); Electric (463 hp); Electric (532 hp)
Transmissions: 1-speed direct

Overall Score	53
Predicted Reliability	⏬
Owner Satisfaction	⏫
Road Test Score	77
Crash Prevention	Std./⏫

Reliability History

Trouble Spots	15	16	17
Engine Major	*	⏫	⏫
Engine Minor	*	⏫	⏫
Engine Cooling	*	⏫	⏫
Transmission Major	*	⏫	⏫
Transmission Minor	*	⏫	⏫
Drive System	*	🔽	⏫
Fuel System	*	⏫	⏫
Electrical	*	⏫	⏫
Climate System	*	⏬	⏬
Suspension	*	❗	⏫
Brakes	*	⏫	⏫
Exhaust	*	⏫	⏫
Paint/Trim	*	⏬	⏬
Noises/Leaks	*	⏬	⏬
Body Hardware	*	⏬	⏬
Power Equipment	*	🔽	⏫
In-Car Electronics	*	⏬	🔽
USED CAR VERDICTS		⏬	⏬
NEW CAR PREDICTION	Much worse than average		⏬

Facts & Figures

Exterior Dimensions
Length (in.) 198
Width (in.) 82
Height (in.) 64
Wheelbase (in.) 117
Weight (lb.) 5,415
% weight front/rear 50/50
Cargo Measurement
Max. Load (lb.) 1,170
Cargo Volume, cu.ft. 26.0
Towing Capacity (lb.) 5,000
Fuel
Electric
CR overall mpg 92

Toyota 4Runner

Tough and ready to tackle off-roading adventures, the 4Runner falls short of most modern SUVs. Its rough-sounding 4.0-liter V6 is powerful and reasonably fuel-efficient. But the ride is unsettled, and handling is clumsy. The body leans noticeably while cornering, and the bobbing and bouncing ride chips away at driver confidence.
A high step-in and low ceiling compromise access and driving position. Ground clearance is generous, and underbody skid plates are standard. The part-time 4WD system includes a low range for tough off-road duty. Controls are simple, with big buttons and knobs, but the radio touch screen is relatively small. A third-row seat is optional, and the power-retractable rear window is handy. Modern electronic safety gear such as blind-spot monitoring and forward-collision warning is unavailable.

Base Price: $34,810-$45,160
Body Styles: 4-door SUV
Trim Lines: Limited, SR5, SR5 Premium, TRD Off-Road, TRD Pro
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 4.0-liter V6 (270 hp)
Transmissions: 5-speed automatic

Overall Score	62
Predicted Reliability	⏫
Owner Satisfaction	🔼
Road Test Score	55
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	⏫	⏫	⏫
Engine Minor	⏫	⏫	⏫
Engine Cooling	⏫	⏫	⏫
Transmission Major	⏫	⏫	⏫
Transmission Minor	⏫	⏫	⏫
Drive System	⏫	⏫	⏫
Fuel System	⏫	⏫	⏫
Electrical	⏫	⏫	⏫
Climate System	⏫	⏫	⏫
Suspension	⏫	⏫	⏫
Brakes	⏫	⏫	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	⏫	🔼	⏫
Noises/Leaks	⏫	🔼	⏫
Body Hardware	⏫	🔼	⏫
Power Equipment	❗	⏫	⏫
In-Car Electronics	❗	🔼	⏫
USED CAR VERDICTS	⏫	⏫	⏫
NEW CAR PREDICTION	Much better than average		⏫

Facts & Figures

Exterior Dimensions
Length (in.) 190
Width (in.) 76
Height (in.) 72
Wheelbase (in.) 110
Weight (lb.) 4,665
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 1,155
Cargo Volume, cu.ft. 44.5
Towing Capacity (lb.) 5,000
Fuel
Regular
CR overall mpg 18

T

WORSE — BETTER | RECOMMENDED

Toyota 86

Jointly developed with Subaru, the rear-wheel-drive Toyota 86 features a 2.0-liter, four-cylinder engine, teamed with a choice of a six-speed manual or automatic transmission. Its low curb weight and balanced weight distribution help give it precise handling. In corners, the car turns in promptly, but it can be challenging to control at its limits. The steering is well-weighted, and the ride is slightly more compliant than its Subaru BRZ sibling's. Braking performance is impressive, with very short stopping distances in wet and dry conditions. Inside, the cabin is relatively plain, with well-bolstered sport seats, but getting in and out requires a bit of ducking. The vestigial rear seats are best left for cargo. The standard audio system has a 7-inch touch-screen display. No advanced crash-prevention features are available.

Base Price: $26,455-$29,305
Body Styles: coupe
Trim Lines: Base, GT, GT Black
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 (205 hp)
Transmissions: 6-speed automatic; 6-speed manual

Overall Score	81
Predicted Reliability	
Owner Satisfaction	
Road Test Score	78
Crash Prevention	NA

Reliability History — Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 167
Width (in.) 70
Height (in.) 51
Wheelbase (in.) 101
Weight (lb.) 2,770
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 700
Cargo Volume, cu.ft. 7.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 30

Toyota Avalon

Toyota's flagship Avalon sedan gets a redesign for 2019, with a more stylish body that's longer, wider and lower. The 3.5-liter V6 engine gets more powerful and is linked to a smooth, responsive eight-speed automatic. The hybrid version has a 2.5-liter four-cylinder and a battery pack that is located under the rear passenger seat, minimizing trunk intrusion. The Avalon benefits from relatively agile handling for such a large car and its ride is smooth and comfortable. The rear seat is very roomy. Infotainment equipment includes a 9-inch touch screen with pinch-and-flick capability. This is also the first Toyota to offer Apple CarPlay. Standard safety equipment includes forward-collision warning and automatic emergency braking.

Base Price: $35,500-$42,800
Body Styles: sedan
Trim Lines: Hybrid Limited, Hybrid XLE, Hybrid XSE, Limited, Touring, XLE, XSE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 hybrid (215 hp); 3.5-liter V6 (301 hp)
Transmissions: 8-speed automatic; CVT

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History — Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 73
Height (in.) 57
Wheelbase (in.) 113
Weight (lb.) 3,660
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) 940
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
EPA combined mpg 26

Toyota Camry

The redesigned Camry brings snazzier styling and slightly more nimble handling while retaining its comfortable, quiet demeanor. It again stands as one of the best midsized sedans. The lower stance makes access a bit more difficult, and the rear seat has lost some roominess. The standard 2.5-liter, four-cylinder engine provides ample power and gets an impressive 32 mpg overall. A 3.5-liter V6 is also available. Both are paired to a new eight-speed automatic transmission that isn't supersmooth. A very frugal hybrid LE gets 47 mpg overall without any sacrifice in trunk space. The Entune infotainment system is capable but lacks Android Auto or Apple CarPlay compatibility. Standard safety equipment includes forward-collision warning and automatic emergency braking, but blind-spot warning is optional.

Base Price: $23,645-$35,100
Body Styles: sedan
Trim Lines: Hybrid LE, Hybrid SE, Hybrid XLE, L, LE, SE, XLE, XSE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (203 hp); 2.5-liter 4 (206 hp); 2.5-liter 4 hybrid (208 hp); 3.5-liter V6 (301 hp)
Transmissions: 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	192
Width (in.)	72
Height (in.)	57
Wheelbase (in.)	111
Weight (lb.)	3,340
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	925
Cargo Volume, cu.ft.	15.0
Towing Capacity (lb.)	NR

Fuel
Regular
CR overall mpg 32-47

Overall Score	87-89
Predicted Reliability	
Owner Satisfaction	
Road Test Score	86-89
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			

NEW CAR PREDICTION Better than average

Toyota C-HR

The wild-styled C-HR is nimble and enjoyable to drive, but it also has several notable deficiencies. Unlike other subcompact-SUV competitors, this genre-bending model has no all-wheel-drive option. Visibility is horrendous, and the C-HR is tortoise-slow, taking more than 11 seconds in the 0-60 mph dash. At least it gets a very good 29 mpg overall. The continuously variable transmission is mostly unobtrusive, but it amplifies engine noise. The ride is firm and tightly controlled. Wind noise is pronounced at highway speeds. Hidden rear door handles give the impression of a two-door coupe, but they make it difficult for kids to open the doors. The XLE Premium trim has more comfortable seats. Although the rear seat is roomy, the small windows create a dark, cave-like cabin. Advanced safety features are standard.

Base Price: $22,500-$24,350
Body Styles: wagon
Trim Lines: XLE, XLE Premium
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (144 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)	171
Width (in.)	71
Height (in.)	62
Wheelbase (in.)	104
Weight (lb.)	3,290
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	835
Cargo Volume, cu.ft.	19.5
Towing Capacity (lb.)	NR

Fuel
Regular
CR overall mpg 29

Overall Score	72
Predicted Reliability	
Owner Satisfaction	
Road Test Score	64
Crash Prevention	Std./

Reliability History

Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			

NEW CAR PREDICTION Better than average

WORSE — BETTER | RECOMMENDED

Toyota Corolla

The 2019 Corolla Hatchback is a little bit bigger than the iM it will replace. The Hatchback features a new 2.0-liter, four-cylinder engine, two new transmissions--a six-speed manual and a CVT. It also looks pretty sporty, especially the top XSE trim. Toyota also claims the engine is quieter and will deliver improved fuel mileage. Forward-collision warning and automatic emergency braking, and lane-departure warning with steering assist are standard. The current Corolla and Corolla iM deliver excellent fuel economy. The iM delivered taut handling but lacked the comfy ride quality of the regular Corolla sedan. The Corolla sedan delivers a comfortable ride and has a quiet, spacious interior for a compact sedan. Handling is lackluster but very secure.

Base Price: $18,700-$22,990
Body Styles: 4-door hatchback; sedan
Trim Lines: L, LE, LE Eco, SE, XLE, XSE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 (132 hp); 1.8-liter 4 (140 hp); 2.0-liter 4 (168 hp)
Transmissions: 6-speed manual; CVT

Overall Score	78
Predicted Reliability	
Owner Satisfaction	
Road Test Score	71
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 183
Width (in.) 70
Height (in.) 57
Wheelbase (in.) 106
Weight (lb.) 2,900
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. 13.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 32

Toyota Highlander

The Highlander ranks among the best midsized three-row SUVs, with a desirable balance of an absorbent ride, responsive handling, and generous interior space. A third row allows seating for eight in a pinch--seven with optional second-row captain's chairs--and folds flat easily to increase cargo space. The punchy 3.5-liter V6 engine is now matched to an eight-speed automatic. While this new transmission isn't as smooth as the previous six-speed one, it helped improve fuel economy to 22 mpg overall. The hybrid version gets 25 mpg overall. It's a long reach to some controls, particularly the touch screen. The Entune system includes a larger 8-inch screen. A comprehensive suite of safety technology, including automatic emergency braking, is standard.

Base Price: $31,230-$48,480
Body Styles: 4-door SUV
Trim Lines: Hybrid LE, Hybrid Limited, Hybrid Platinum, Hybrid XLE, LE, LE Plus, Limited, SE, XLE
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 3 third
Engines: 2.7-liter 4 (185 hp); 3.5-liter V6 (295 hp); 3.5-liter V6 hybrid (306 hp)
Transmissions: 6-speed automatic; 8-speed automatic; CVT

Overall Score	85-87
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82-85
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 191
Width (in.) 76
Height (in.) 70
Wheelbase (in.) 110
Weight (lb.) 4,570
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,340
Cargo Volume, cu.ft. 40.5
Towing Capacity (lb.) 5,000
Fuel
Regular
CR overall mpg 22-25

Toyota Land Cruiser

The Land Cruiser is luxurious, quick, quiet, comfortable, and refined. Toyota's flagship SUV has the same smooth and powerful 5.7-liter V8 as the Tundra pickup. We tested it with the old six-speed transmission, and it proved to be thirsty for fuel, at 14 mpg overall; an eight-speed automatic transmission is now standard. The big Land Cruiser rides very comfortably, and the interior is roomy and well-finished. Expect terrific off-road performance, helped by a crawl mode to ascend and descend steep slopes. But on-road handling is rather clumsy. Automatic emergency braking, blind-spot monitoring, lane-departure warning, and rear cross-traffic alert are standard. Electronic connectivity is also updated, with Toyota's Entune touch-screen audio system standard.

Base Price: $84,565
Body Styles: 4-door SUV
Trim Lines: Base
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 5.7-liter V8 (381 hp)
Transmissions: 8-speed automatic

Overall Score	75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	68
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 195
Width (in.) 78
Height (in.) 74
Wheelbase (in.) 112
Weight (lb.) 5,855
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 1,230
Cargo Volume, cu.ft. 43.0
Towing Capacity (lb.) 8,200
Fuel
Regular
CR overall mpg 14

Toyota Mirai

The Mirai is the first hydrogen-powered fuel-cell vehicle available for consumers to own. It has a range of nearly 275 miles on a single fill-up of 5 kg of hydrogen (the energy equivalent of 5 gallons of gas). It takes only a few minutes to fill the tank, as opposed to hours of charging an electric car. The Mirai is sold only in areas near existing or planned fueling stations on the U.S. coasts, but even so, these stations are few and far between. Acceleration from the 153-hp electric motor feels sluggish, but otherwise it is like driving any other electric car. It's about the size of a Camry and seats four people. Handling is rather clumsy but still feels secure; the ride is comfortable, and the cabin is quiet. Toyota is offering free fuel for three years, capped at $15,000 in value.

Base Price: $58,365
Body Styles: sedan
Trim Lines: Base
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: Electric (153 hp)
Transmissions: 1-speed direct

Overall Score	65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	61
Crash Prevention	Std./

Reliability History

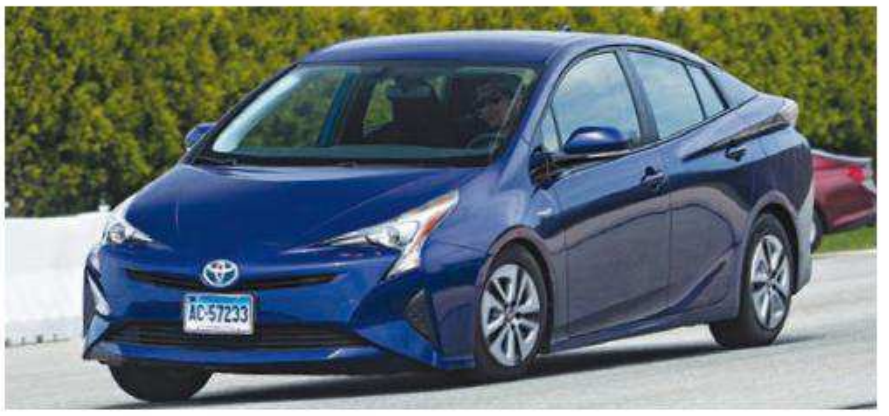
Trouble Spots	15	16	17
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 193
Width (in.) 72
Height (in.) 61
Wheelbase (in.) 110
Weight (lb.) 4,100
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 690
Cargo Volume, cu.ft. 13.0
Towing Capacity (lb.) . . . . . NR
Fuel
Hydrogen
CR overall mpg 67

WORSE — BETTER | RECOMMENDED

Toyota Prius



In our tests the Prius returned 52 mpg overall, a significant improvement over the previous generation's 44 mpg. Plus, the new car handles more responsively and rides more comfortably. Colorful digital gauges dominate the dashboard with abundant fuel-economy information. The touch-screen infotainment system is fairly straightforward. The sensible Prius has always been about efficiency and low running costs. The car can drive solely on electric, usually up to about 25 mph, and the engine is now quieter when it kicks in. But the seats have mediocre support, tire noise is noticeable, and the car's lower stance makes it a challenge to get into and out of. Forward-collision warning and automatic braking are standard.

Base Price: $23,475-$30,565
Body Styles: 4-door hatchback
Trim Lines: Four, Four Touring, One, Three, Three Touring, Two, Two Eco
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 hybrid (121 hp)
Transmissions: CVT

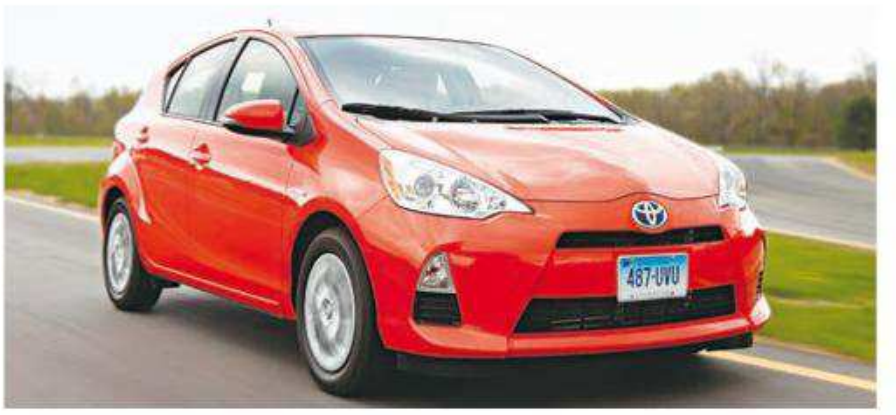
Overall Score	77
Predicted Reliability	⇈
Owner Satisfaction	⇈
Road Test Score	75
Crash Prevention	Std./⇈

Reliability History — Trouble Spots	15	16	17
Engine Major	⇈	⇈	⇈
Engine Minor	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈
Transmission Major	⇈	⇈	⇈
Transmission Minor	⇈	⇈	⇈
Drive System	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	⇈	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	⌃	⌃	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	⇈	⇈	⇈
In-Car Electronics	⌃	⌃	⇈
USED CAR VERDICTS	⇈	⇈	⇈
NEW CAR PREDICTION	Much better than average		⇈

Facts & Figures

Exterior Dimensions
Length (in.) 179
Width (in.) 69
Height (in.) 58
Wheelbase (in.) 106
Weight (lb.) 3,080
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 22.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 52

Toyota Prius C



This smaller, less expensive alternative to the regular Prius feels like a spartan subcompact with a hybrid powertrain. In the end, you pretty much get what you pay for, and it is no substitute for the real Prius. The C has a harsh ride, a noisy engine, and slow acceleration. The interior looks and feels cheap, the driving position and rear seats are cramped, and there's little cargo space. But its 37 mpg in city driving makes the Prius C one of the most frugal vehicles we've tested, and its 43 mpg overall is just 1 mpg less than the previous-generation Prius hatchback. Its tiny dimensions make it a natural for urban driving. Automatic emergency braking is standard. Note that 2018 is the final year for the Prius C.

Base Price: $20,630-$24,965
Body Styles: 4-door hatchback
Trim Lines: Four, One, Three, Two
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 hybrid (99 hp)
Transmissions: CVT

Overall Score	66
Predicted Reliability	⇈
Owner Satisfaction	⌃
Road Test Score	55
Crash Prevention	Std./⌃

Reliability History — Trouble Spots	15	16	17
Engine Major	⇈	⇈	*
Engine Minor	⇈	⇈	*
Engine Cooling	⇈	⇈	*
Transmission Major	⇈	⇈	*
Transmission Minor	⇈	⇈	*
Drive System	⇈	⇈	*
Fuel System	⇈	⇈	*
Electrical	⇈	⇈	*
Climate System	⇈	⇈	*
Suspension	⇈	⇈	*
Brakes	⇈	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	⇈	*
Noises/Leaks	⌃	⇈	*
Body Hardware	⇈	⇈	*
Power Equipment	⇈	⇈	*
In-Car Electronics	⌃	⌃	*
USED CAR VERDICTS	⇈	⇈	
NEW CAR PREDICTION	Much better than average		⇈

Facts & Figures

Exterior Dimensions
Length (in.) 160
Width (in.) 67
Height (in.) 59
Wheelbase (in.) 100
Weight (lb.) 2,545
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 845
Cargo Volume, cu.ft. 17.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 43

Toyota Prius Prime

The Prime is a plug-in Prius that can usually drive about 23 miles on electricity only. But the gas engine tends to start up in cold weather and under full-throttle acceleration. It takes 2 hours to charge the Prime through a 240-volt connector and 5 hours on a regular 120-volt. When not running in EV mode, the Prime operates much like the regular Prius, alternating between electric and gas power, returning 50 mpg overall. With styling that's slightly different from that of the regular Prius, the Prime can hold only four passengers, and it loses the rear wiper. The infotainment system, with its large touch screen, is unintuitive to use. The compliant ride and responsive handling are quite similar to those of the regular Prius. Standard safety features include automatic emergency braking and lane-keep assist.

Base Price: $27,300-$33,300
Body Styles: 4-door hatchback
Trim Lines: Advanced, Plus, Premium
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.8-liter 4 electric (121 hp)
Transmissions: CVT

Overall Score	77
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 183
Width (in.) 69
Height (in.) 58
Wheelbase (in.) 106
Weight (lb.) 3,410
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 670
Cargo Volume, cu.ft. 20.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 69

Toyota RAV4

For years, the RAV4 has consistently been among the top-ranked small SUVs. The cabin is reasonably quiet, and the ride is compliant and controlled. The energetic 2.5-liter four-cylinder engine and smooth six-speed automatic transmission returned 24 mpg overall in our tests of an AWD version. The hybrid version gets a terrific 31 mpg overall. Handling is responsive and very secure. Inside, the controls are clear and intuitive. Though the XLE comes with automatic climate control and a sunroof, you must step up to the Limited trim to get adjustable lumbar support and the more comfortable faux-leather seats. Access is very easy, and the rear seat is roomy. Forward-collision warning and automatic emergency braking are standard. A redesigned RAV4 arrives later this year.

Base Price: $24,660-$36,400
Body Styles: 4-door SUV
Trim Lines: Adventure, Hybrid Limited, Hybrid XLE, LE, Limited, Platinum, SE, XLE
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (176 hp); 2.5-liter 4 hybrid (194 hp)
Transmissions: 6-speed automatic; CVT

Overall Score	81
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74-75
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 180
Width (in.) 73
Height (in.) 65
Wheelbase (in.) 105
Weight (lb.) 3,620
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 37.0
Towing Capacity (lb.) 1,500
Fuel
Regular
CR overall mpg 24-31

WORSE — BETTER | RECOMMENDED

Toyota Sequoia

The big, eight-passenger Sequoia has a strong and refined 5.7-liter V8 engine paired to a six-speed automatic transmission. That combination returned 15 mpg overall in our tests. Rear-wheel drive and selectable full-time four-wheel drive are available. The ride is firm, and handling is clumsy but secure. The independent rear suspension allows the third-row seat to fold flat into a well. It's a high step-in to enter the cabin, but once inside passengers will find the interior to be very roomy. Electronic connectivity includes the Entune touch-screen audio system. Updates for 2018 brought an exterior freshening and comprehensive suite of advanced safety features, including forward-collision warning and automatic emergency braking.

Base Price: $48,600-$67,535
Body Styles: 4-door SUV
Trim Lines: Limited, Platinum, SR5, TRD Sport
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 5.7-liter V8 (381 hp)
Transmissions: 6-speed automatic

Overall Score	69
Predicted Reliability	
Owner Satisfaction	
Road Test Score	60
Crash Prevention	Std./

Reliability History — Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 205
Width (in.) 80
Height (in.) 75
Wheelbase (in.) 122
Weight (lb.) 6,025
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 1,230
Cargo Volume, cu.ft. 61.0
Towing Capacity (lb.) 7,300
Fuel
Regular
CR overall mpg 15

Toyota Sienna

As minivans go, the Sienna is a sensible choice, but it isn't very engaging to drive. The Sienna rides comfortably and is quiet inside, but handling is lackluster. It has a lively 3.5-liter V6 but the new eight-speed automatic doesn't shift as smoothly as the previous six-speed one did. However, the transmission helped improve fuel economy from 20 to 21 mpg. The all-wheel-drive version--the only such minivan on the market--sacrifices 1 mpg. An eighth seat cleverly stores in the back when it isn't installed in place. The availability of all-wheel drive is the Sienna's biggest advantages over any other minivan. 2018 brings standard forward-collision warning and automatic emergency braking, lane-departure warning with lane-keeping assist, and adaptive cruise control.

Base Price: $30,850-$48,715
Body Styles: minivan
Trim Lines: L, LE, Limited, Limited Premium, SE, SE Premium, XLE, XLE Premium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 (296 hp)
Transmissions: 8-speed automatic

Overall Score	79
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	Std./

Reliability History — Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 200
Width (in.) 78
Height (in.) 71
Wheelbase (in.) 119
Weight (lb.) 4,550
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 1,290
Cargo Volume, cu.ft. 70.5
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 21

Toyota Tacoma

Toyota's rough-and-tumble compact pickup features a 3.5-liter V6 engine hooked up to either a six-speed manual or a six-speed automatic transmission. A 2.7-liter four-cylinder engine, which can be mated to a five-speed manual, is also available. Both two- and four-wheel-drive models are offered. Our four-wheel-drive V6 Tacoma delivered a good 19 mpg overall. Though the truck is tough as nails and delivers impressive off-road prowess, it's primitive. The ride is stiff, handling is ponderous, the cabin is very loud, and the driving position is awkwardly low. The modern connectivity features are welcome. Forward-collision warning, automatic emergency braking, and lane-departure warning are standard for 2018, and blind-spot monitoring and rear cross-traffic alert are optional.

Base Price: $25,400-$43,720
Body Styles: crew cab; extended cab
Trim Lines: Limited, SR, SR5, TRD Off-Road, TRD Sport
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 2.7-liter 4 (159 hp); 3.5-liter V6 (278 hp)
Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual

Overall Score	42
Predicted Reliability	
Owner Satisfaction	
Road Test Score	46
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	**16**	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 212
Width (in.) 74
Height (in.) 71
Wheelbase (in.) 127
Weight (lb.) 4,450
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 1,000
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 6,400
Fuel
Regular
CR overall mpg 19

Toyota Tundra

Despite a freshening that brought improved controls and updates to the exterior and interior, the Tundra still feels outclassed by newer and more refined competitors. It offers a standard two-door regular cab and two sizes of crew cabs. You can choose between a very powerful 5.7-liter V8 and a 4.6-liter V8. The six-speed automatic is very smooth and responsive. Handling is secure, but the ride is jittery, especially with the TRD off-road package. The cabin is very roomy, but it's a long reach to some controls. Towing performance is extremely capable. The damped rear tailgate is easy to raise and lower. Updates for 2018 include standard forward-collision warning, automatic emergency braking, and lane-departure warning.

Base Price: $31,320-$50,330
Body Styles: crew cab; extended cab; regular cab
Trim Lines: 1794 Edition, Limited, Platinum, SR, SR5
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 4.6-liter V8 (310 hp); 5.7-liter V8 (381 hp)
Transmissions: 6-speed automatic

Overall Score	71
Predicted Reliability	
Owner Satisfaction	
Road Test Score	63
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 229
Width (in.) 80
Height (in.) 76
Wheelbase (in.) 146
Weight (lb.) 5,740
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 1,395
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 10,000
Fuel
Regular
CR overall mpg 15

T

WORSE — BETTER | RECOMMENDED

Toyota Yaris

The Yaris remains a slow, noisy, and tinny subcompact with a choppy ride and an awkward driving position. This two- or four-door hatchback uses a 1.5- liter, four-cylinder engine. A five- speed manual transmission is standard; a four-speed automatic is optional. The Yaris we tested returned 32 mpg overall. All versions have Toyota's Entune infotainment system, with a 6.1-inch touch screen and phone connectivity. A dealer-installed navigation system is available as an option. If you are set on buying a subcompact, the Yaris iA is more fuel-efficient and is likely to be a better choice. For the 2018 model year forward-collision warning and automatic emergency braking are standard.

Base Price: $15,635-$19,060
Body Styles: 2-door hatchback; 4-door hatchback
Trim Lines: L, LE, SE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 (106 hp)
Transmissions: 4-speed automatic; 5-speed manual

Overall Score	58
Predicted Reliability	
Owner Satisfaction	
Road Test Score	47
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 154
Width (in.) 67
Height (in.) 59
Wheelbase (in.) 99
Weight (lb.) 2,385
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 845
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 32

Toyota Yaris iA

Easy on the wallet, the Yaris iA offers a dash of fun and a measure of refinement. This small four-door sedan is built by Mazda and based on the Mazda2 (not sold in the U.S.). It is powered by a 106-hp, 1.5-liter four-cylinder engine coupled to either a six-speed manual or automatic transmission. In our testing we got 35 mpg overall with the automatic. The iA proves to be quite pleasant for a subcompact, with nimble handling and semi-decent interior decor. It also comes with a standard low-speed automatic emergency braking system to help the driver avoid collisions. Just like in current Mazda models, the infotainment system consists of a center control knob and a screen, which takes some getting used to in order to master. A navigation system is a dealer-installed option.

Base Price: $15,950-$17,050
Body Styles: sedan
Trim Lines: Base
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 (106 hp)
Transmissions: 6-speed automatic; 6-speed manual

Overall Score	68
Predicted Reliability	
Owner Satisfaction	
Road Test Score	60
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 172
Width (in.) 67
Height (in.) 59
Wheelbase (in.) 101
Weight (lb.) 2,420
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 13.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 35

Volkswagen Atlas

Volkswagen's Atlas is a formidable competitor among three-row SUVs, putting size, functionality, and competitive pricing front and center. The Atlas drives well, with a comfortable ride and surprisingly agile handling for its size. The cabin is quiet and very accommodating, including a true third-row seat that's fit for adults. A unique, effortlessly articulating second row allows a clear access path to the way back. The controls are a model of clarity, with an easy-to-use infotainment system. Though the V6 engine and smooth eight-speed automatic make the Atlas feel lively during everyday driving, its acceleration trails competitors and its 20 mpg overall fuel economy is not outstanding. Towing capacity is a generous 5,000 pounds. Advanced safety features, including forward-collision warning and automatic emergency braking, are available.

Base Price: $30,750-$48,740
Body Styles: 4-door SUV
Trim Lines: Launch Edition, S, SE, SEL, SEL Premium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (235 hp); 3.6-liter V6 (276 hp)
Transmissions: 8-speed automatic

Overall Score	65
Predicted Reliability	▼
Owner Satisfaction	▲
Road Test Score	84
Crash Prevention	Opt.

Reliability History	
Trouble Spots	
Engine Major	
Engine Minor	
Engine Cooling	
Transmission Major	
Transmission Minor	
Drive System	
Fuel System	
Electrical	
Climate System	
Suspension	
Brakes	
Exhaust	
Paint/Trim	
Noises/Leaks	
Body Hardware	
Power Equipment	
In-Car Electronics	
USED CAR VERDICTS	
NEW CAR PREDICTION	Worse than average ▼

Facts & Figures

Exterior Dimensions
Length (in.) 198
Width (in.) 78
Height (in.) 70
Wheelbase (in.) 117
Weight (lb.) 4,670
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,215
Cargo Volume, cu.ft. 50.5
Towing Capacity (lb.) 5,000
Fuel
Premium
CR overall mpg 20

Volkswagen Beetle

The Beetle coupe and convertible have a roomy-enough interior and decent driving experience. Though the ride is compliant, it's a bit unsettled, moving around frequently. Handling is responsive but not sporty and gets sloppy when pushed to its limits despite the electronic stability control. The 1.8-liter turbocharged four-cylinder engine that we tested provided strong, effortless acceleration. It has been replaced by a 2.0-liter turbo engine for 2018. Wind noise is excessive, however, and rear visibility is severely hampered. Versions with the manual transmission have an awkward driving position because of the long clutch-pedal travel and wide center console. Recent updates include available blind-spot and rear cross-traffic warnings.

Base Price: $20,220-$32,090
Body Styles: 2-door hatchback; convertible
Trim Lines: Coast, Dune, S, SE
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (174 hp)
Transmissions: 6-speed automatic

Overall Score	49
Predicted Reliability	▼
Owner Satisfaction	!
Road Test Score	59
Crash Prevention	NA

Reliability History	15	16	17
Trouble Spots			
Engine Major	▲▲	▲▲	*
Engine Minor	▲▲	▲▲	*
Engine Cooling	▲▲	▲▲	*
Transmission Major	▲▲	▲▲	*
Transmission Minor	▲▲	▲▲	*
Drive System	▲	▲▲	*
Fuel System	!	!	*
Electrical	▲▲	▲▲	*
Climate System	▲▲	▲▲	*
Suspension	▲▲	▲▲	*
Brakes	▼	▲▲	*
Exhaust	▲▲	▲▲	*
Paint/Trim	▼	▲	*
Noises/Leaks	▲▲	▼▼	*
Body Hardware	▼▼	!	*
Power Equipment	▲▲	▲▲	*
In-Car Electronics	▲▲	▲	*
USED CAR VERDICTS	▼▼	!	
NEW CAR PREDICTION	Worse than average ▼		

Facts & Figures

Exterior Dimensions
Length (in.) 168
Width (in.) 71
Height (in.) 59
Wheelbase (in.) 100
Weight (lb.) 3,040
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 835
Cargo Volume, cu.ft. 11.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 27

V

WORSE — BETTER | RECOMMENDED

Volkswagen Golf

The Golf is a notch above other compacts in terms of sophistication, interior ambience, and driving experience, and it is priced accordingly. Performance from the smooth, strong 170-hp, 1.8-liter turbo four-cylinder engine feels effortless, and we got 28 mpg overall in our tests with the six-speed automatic transmission. Handling is very responsive, making the Golf fun to drive. The ride is comfortable, the rear seat is relatively roomy, and the quiet cabin contributes to the Golf's solid and upscale feel. A high-performance all-wheel-drive Golf R and an electric eGolf complete the line. Recent additions include blind-spot monitoring and rear cross-traffic alert.

Base Price: $20,910-$36,170
Body Styles: 4-door hatchback
Trim Lines: e-Golf, R, S, SE
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: Electric (134 hp); 1.8-liter 4 turbo (170 hp); 2.0-liter 4 turbo (292 hp)
Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	168
Width (in.)	71
Height (in.)	57
Wheelbase (in.)	104
Weight (lb.)	3,090
% weight front/rear	60/40

Cargo Measurement

Max. Load (lb.)	1,005
Cargo Volume, cu.ft.	24.0
Towing Capacity (lb.)	NR

Fuel
Regular or premium or electric
CR overall mpg 28

Overall Score	63
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Volkswagen Golf Alltrack

Volkswagen turned the Golf wagon into the Alltrack small-SUV alternative by giving it standard all-wheel drive and slightly increased ground clearance. But despite the rugged posturing, the Alltrack truly triumphs on the road. Sharp steering and quick reflexes make it fun to drive. The car feels substantial, thanks to a quiet cabin and a solid feel. The ride is a touch firm but compliant. Expect 25 mpg overall from the 1.8-liter turbo four-cylinder engine. Great visibility, supportive seats, and simple controls are welcome, but modest dimensions limit rear-seat and cargo space, and desirable features such as automatic climate control and power seats come only on the top trim. Automatic emergency braking is optional.

Base Price: $25,955-$35,660
Body Styles: wagon
Trim Lines: S, SE, SEL
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 turbo (170 hp)
Transmissions: 6-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	180
Width (in.)	71
Height (in.)	60
Wheelbase (in.)	104
Weight (lb.)	3,465
% weight front/rear	56/44

Cargo Measurement

Max. Load (lb.)	1,010
Cargo Volume, cu.ft.	30.5
Towing Capacity (lb.)	NR

Fuel
Regular
CR overall mpg 25

Overall Score	80
Predicted Reliability	
Owner Satisfaction	
Road Test Score	89
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Volkswagen GTI

The GTI continues to embody the sporty, practical, and affordable hatchback concept. Whether opting for the manual or dual-clutch automated transmission, the 2.0-liter turbo engine is punchy and emits a satisfying sound. We got an impressive 29 mpg overall with our manual-transmission test car. The GTI is fun to drive by virtue of its lively handling and immediate throttle response. If a GTI is not sporty enough for you, the Golf R might be your ride. Inside is a high-quality, quiet, and refined interior with comfortable seats. That all adds up to a sporty car that doesn't wear on your patience during a long drive. The infotainment system has an easy-to-use touch screen. Lane-keeping assist, blind-spot warning, and cross-traffic warning are now available.

Base Price: $26,415-$36,170
Body Styles: 4-door hatchback
Trim Lines: Autobahn, S, SE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (220 hp)
Transmissions: 6-speed manual; 6-speed sequential

Overall Score	65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 166
Width (in.) 70
Height (in.) 58
Wheelbase (in.) 102
Weight (lb.) 3,155
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 1,045
Cargo Volume, cu.ft. 24.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 29

Volkswagen Jetta

Volkswagen focused on increasing interior room, streamlining the controls, and improving fuel economy with the Jetta's 2019 redesign. The compact sedan rides on a new platform, which is used for all VW products from the Golf hatchback up to the three-row Atlas SUV. The Jetta's longer wheelbase brings more interior space including ample rear seat room. The 147-hp, 1.4-liter turbocharged four-cylinder, coupled to an eight-speed automatic transmission, delivers responsive acceleration. Ride and handling are competent but the car has no sporty pretense. Controls are very easy to use. Advanced safety features--including automatic emergency braking, forward-collision warning, and blind-spot warning--are available.

Base Price: $17,895-$28,995
Body Styles: sedan
Trim Lines: R-line, S, SE, SEL, SEL Premium
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (147 hp)
Transmissions: 8-speed automatic; 6-speed manual

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 185
Width (in.) 71
Height (in.) 57
Wheelbase (in.) 106
Weight (lb.) 3,065
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 970
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
EPA combined mpg 34

WORSE — BETTER | RECOMMENDED

Volkswagen Passat

With generous interior space, responsive handling, and a comfortable, quiet ride, the Passat is a competitive midsized sedan. The primary powertrain is now a 2.0-liter, turbocharged four-cylinder engine that's mated to a six-speed automatic transmission. High-end versions use a powerful 3.6-liter V6. The 1.8-liter turbo engine that we tested averaged a very good 28 mpg overall and 39 mpg on the highway but has been replaced by the 2.0-liter turbo. Front seats are very accommodating. Rear-seat occupants will appreciate the extra-spacious cabin, and the trunk is huge. Improved interior fit and finish is a plus. Active safety features such as automatic emergency braking are standard on all but the base trim for 2018.

Base Price: $22,995-$34,650
Body Styles: sedan
Trim Lines: GT, R-Line, S, SE, SEL, SEL Premium
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (174 hp); 3.6-liter V6 (280 hp)
Transmissions: 6-speed automatic; 6-speed sequential

Overall Score	76-78
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79-82
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 72
Height (in.) 59
Wheelbase (in.) 110
Weight (lb.) 3,320
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 1,115
Cargo Volume, cu.ft. 16.0
Towing Capacity (lb.) 1,000
Fuel
Regular or premium
CR overall mpg 23-28

Volkswagen Tiguan

The second-generation Tiguan is one of the largest models in the small-SUV segment. That growth allows for an optional third-row seat (standard on FWD versions) and an enormous second-row seat. While the 184-hp, 2.0-liter turbocharged four-cylinder engine feels responsive in daily driving, acceleration is rather slow: It takes more than 10 seconds to reach 60 mph from a stop. Fuel economy of 25 mpg on regular gas is good for the class. The transmission is mostly smooth. Handling is capable and secure, and the ride is comfortable. The cabin is among the quietest in the segment, with just a bit of engine noise when revved. A variety of advanced safety features, such as forward-collision warning, automatic emergency braking, and rear cross-traffic warning, are standard starting on the SE trim.

Base Price: $24,595-$37,550
Body Styles: 4-door SUV
Trim Lines: S, SE, SEL, SEL Premium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (184 hp)
Transmissions: 8-speed automatic

Overall Score	65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	84
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 185
Width (in.) 72
Height (in.) 66
Wheelbase (in.) 110
Weight (lb.) 3,860
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 1,215
Cargo Volume, cu.ft. 33.0
Towing Capacity (lb.) 1,500
Fuel
Regular
CR overall mpg 25

Volvo S60

The S60 offers fairly agile handling but an overly stiff ride. A refined turbo four-cylinder and an eight-speed automatic bring respectable performance and fuel economy. Front- and all-wheel drive are available. The interior is quiet and well-finished, with very comfortable front seats. Some controls for the audio system and other functions are unintuitive, the rear seat is tight, and the trunk is small. Rear and side visibility are limited. Safety features include City Safety, which can automatically brake the car to prevent a collision, as well as an optional pedestrian-avoidance system. The all-wheel-drive Cross Country sedan is raised for additional ground clearance. The Inscription model adds almost 3 inches of rear legroom. A redesigned S60 (above) has been unveiled, and goes on sale this year.

Base Price: $34,100-$60,000
Body Styles: sedan
Trim Lines: Cross Country, Polestar, T5 Dynamic, T5 Inscription, T6 R-Design
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 2.0-liter 4 turbo (302 hp); 2.0-liter 4 turbo (362 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	182
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	109
Weight (lb.)	3,610
% weight front/rear	62/38

Cargo Measurement

Max. Load (lb.)	1,025
Cargo Volume, cu.ft.	12.0
Towing Capacity (lb.)	3,500

Fuel
Regular
CR overall mpg 25

Overall Score	68
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	80
Crash Prevention	Std./!

Reliability History

Trouble Spots	15	16	17
Engine Major	↑	⇈	*
Engine Minor	⇊	⇈	*
Engine Cooling	↑	⇈	*
Transmission Major	⇈	⇈	*
Transmission Minor	⇈	⇈	*
Drive System	↑	⇈	*
Fuel System	↑	⇈	*
Electrical	↑	⇈	*
Climate System	⇈	⇈	*
Suspension	↑	⇈	*
Brakes	↑	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	!	↑	*
Noises/Leaks	⇈	⇈	*
Body Hardware	⇈	⇈	*
Power Equipment	↓	↑	*
In-Car Electronics	↓	↓	*
USED CAR VERDICTS	⇊	⇈	
NEW CAR PREDICTION	Average		!

Volvo S90

Though plush and ornate, the S90 falls short of the refinement expected of a midsized luxury sedan because of the stiff ride and gruff-sounding engine. The 316-hp supercharged and turbocharged T6 engine pulls strongly, but acceleration falls below class expectations. We measured a respectable 23 mpg overall in our tests. The base T5 version uses a 250-hp turbocharged four-cylinder. Handling is sound but ordinary. The roomy cabin is gorgeous, with supportive seats, but the touch screen proves to be frustrating to use. Automatic emergency braking, including pedestrian and large-animal detection, is standard, as is Drive Assist, which gives the car limited self-steering capability. For 2018 a longer wheelbase makes for a roomier rear seat. The V90 is the wagon version.

Base Price: $48,100-$68,150
Body Styles: sedan
Trim Lines: T5 Inscription, T5 Momentum, T6 Inscription, T6 Momentum, T8 Plug-in
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (316 hp); 2.0-liter 4 hybrid (407 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	200
Width (in.)	74
Height (in.)	57
Wheelbase (in.)	121
Weight (lb.)	4,085
% weight front/rear	56/44

Cargo Measurement

Max. Load (lb.)	950
Cargo Volume, cu.ft.	14.0
Towing Capacity (lb.)	3,500

Fuel
Premium
CR overall mpg 23

Overall Score	62
Predicted Reliability	↓
Owner Satisfaction	↑
Road Test Score	73
Crash Prevention	Std./⇈

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		↓

WORSE — BETTER | RECOMMENDED

Volvo V60

The Volvo V60 station wagon is all new for 2019. Lower and longer than its predecessor, it shares design and mechanical elements with the larger V90 wagon, S90 sedan, and both the XC90 and XC60 crossovers. The Sweden-built V60 comes standard with advanced driver assist features including automatic emergency braking, plus available self-steering and active cruise control. A turbocharged, 250-hp four-cylinder engine and front-wheel drive come with T5 trim. The T6 offers all-wheel drive, plus a 316-hp four-cylinder engine that is both turbocharged and supercharged. Both engines are paired with an eight-speed automatic transmission. Unfortunately, the V60 will also feature Volvo's unintuitive touchscreen-based infotainment setup, which our testers found frustrating to use.

Base Price: $36,000-$55,000E
Body Styles: wagon
Trim Lines: Inscription, Momentum
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (316 hp)
Transmissions: 8-speed automatic

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 187
Width (in.) 73
Height (in.) 56
Wheelbase (in.) 113
Weight (lb.) 4,000
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 2,000
Fuel
Premium
EPA combined mpg 25

Volvo XC40

The Volvo XC40 is the smallest model in the Volvo lineup and joins the growing niche of small luxury SUVs. The T5 comes with a 248-hp turbocharged four-cylinder and all-wheel drive and it packs a decent punch. Like other Volvos, the ride is stiff, the engine has a coarse growl. The controls are unintuitive including the electronic gear selector, which requires double movements to engage Drive or Reverse. Handling is mundane but secure. The cabin is nicely furnished and the front seats are very comfortable. Volvo's standard City Safety package contains automatic emergency braking with pedestrian detection. Optional safety or convenience items include, rear cross-traffic alert with braking assist, 360-degree camera, and Volvo's Pilot Assist driver-assistance feature, which combines adaptive cruise control and lane-keep assist.

Base Price: $35,200-$37,700
Body Styles: 4-door SUV
Trim Lines: Inscription, Momentum, R-Design
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (248 hp)
Transmissions: 8-speed automatic

Overall Score	60
Predicted Reliability	
Owner Satisfaction	
Road Test Score	71
Crash Prevention	Std./

Reliability History			
Trouble Spots			
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 174
Width (in.) 73
Height (in.) 65
Wheelbase (in.) 106
Weight (lb.) 3,785
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 925
Cargo Volume, cu.ft. 25.5
Towing Capacity (lb.) 3,500
Fuel
Premium
CR overall mpg 24

Volvo XC60

Volvo's second-generation XC60 is a scaled-down version of the XC90, complete with an elegant, Scandinavian-themed interior. Like its big brother, it suffers from convoluted and distracting controls and an overly stiff ride. The 250-hp, 2.0-liter turbocharged four-cylinder engine is responsive enough, but the eight-speed automatic transmission shows an occasional hiccup. We measured 23 mpg overall on premium. A 316-hp version of that engine powers the uplevel T6, and a 400-hp plug-in hybrid is called the T8. The cabin benefits from supremely comfortable seats, a relatively roomy back, and a nicely finished cargo hold. Volvo's advanced safety system, City Safety, encompasses both low- and high-speed automatic emergency braking. Note that blind-spot warning is only optional.

Base Price: $41,500-$56,700
Body Styles: 4-door SUV
Trim Lines: Inscription, Momentum, R-Design, T8 Plugin Hybrid
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (316 hp); 2.0-liter 4 hybrid (400 hp)
Transmissions: 8-speed automatic

Overall Score	66
Predicted Reliability	⌄
Owner Satisfaction	⌃
Road Test Score	79
Crash Prevention	Std./⌃⌃

Reliability History			
Trouble Spots	15	16	17
Engine Major	⌃⌃	⌃⌃	⌃⌃
Engine Minor	⌃⌃	!	⌃⌃
Engine Cooling	⌃⌃	⌃⌃	⌃⌃
Transmission Major	⌃⌃	⌃⌃	⌃⌃
Transmission Minor	⌃⌃	⌃⌃	!
Drive System	⌃	⌃⌃	⌃⌃
Fuel System	⌃⌃	⌃⌃	⌃⌃
Electrical	⌃⌃	⌃	⌃⌃
Climate System	⌃	⌃⌃	⌃⌃
Suspension	⌃⌃	⌃⌃	⌃⌃
Brakes	⌃	⌃⌃	⌃⌃
Exhaust	⌃⌃	⌃⌃	⌃⌃
Paint/Trim	⌃⌃	⌃⌃	⌃⌃
Noises/Leaks	⌃	⌃⌃	⌃⌃
Body Hardware	⌃⌃	⌃⌃	⌃
Power Equipment	⌄⌄	⌃	⌃⌃
In-Car Electronics	⌄	⌃⌃	⌄⌄
USED CAR VERDICTS	⌄	!	!
NEW CAR PREDICTION	Worse than average		⌄

Facts & Figures

Exterior Dimensions

Length (in.)	185
Width (in.)	79
Height (in.)	65
Wheelbase (in.)	113
Weight (lb.)	4,150
% weight front/rear	55/45

Cargo Measurement

Max. Load (lb.)	950
Cargo Volume, cu.ft.	34.0
Towing Capacity (lb.)	3,500

Fuel
Premium
CR overall mpg 23

Volvo XC90

The XC90 is a competitive three-row SUV but suffers from a bumpy ride and baffling controls. Base models use a 2.0-liter, turbo four-cylinder engine offered with front- or all-wheel drive. Our tested T6, with its 316-hp turbocharged and supercharged version, delivered decent punch and returned 20 mpg overall, but it sounds raspy. A plug-in hybrid with an electric range of about 14 miles is available. The eight-speed automatic transmission operates smoothly most of the time. Handling is commendable, but the ride is stiff; it is slightly better with the optional air suspension. The interior is quiet, plush, and modern, with super comfortable seats. But audio, phone, and navigation functions are controlled through an unintuitive touch-screen infotainment system that is frustrating to use. Many safety features are available.

Base Price: $46,900-$104,900
Body Styles: 4-door SUV
Trim Lines: T5 Inscription, T5 Momentum, T5 R-Design, T6 Inscription, T6 Momentum, T6 R-Design, T8 Excellence, T8 Plug-in Hybrid
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (316 hp); 2.0-liter 4 hybrid (400 hp)
Transmissions: 8-speed automatic

Overall Score	58
Predicted Reliability	⌄⌄
Owner Satisfaction	⌃
Road Test Score	84
Crash Prevention	Std./⌃⌃

Reliability History			
Trouble Spots	15	**16**	17
Engine Major	*	⌃⌃	⌃⌃
Engine Minor	*	⌃⌃	!
Engine Cooling	*	⌃⌃	⌃⌃
Transmission Major	*	⌃⌃	⌃⌃
Transmission Minor	*	⌃⌃	⌃⌃
Drive System	*	!	⌃⌃
Fuel System	*	⌃	⌃⌃
Electrical	*	⌃⌃	⌄
Climate System	*	⌄	⌃⌃
Suspension	*	!	⌃⌃
Brakes	*	⌄⌄	⌃⌃
Exhaust	*	⌃⌃	⌃⌃
Paint/Trim	*	⌃⌃	⌃⌃
Noises/Leaks	*	⌄⌄	⌃
Body Hardware	*	⌃	⌃⌃
Power Equipment	*	⌄⌄	⌄
In-Car Electronics	*	⌄⌄	⌄⌄
USED CAR VERDICTS		⌄⌄	⌄⌄
NEW CAR PREDICTION	Much worse than average		⌄⌄

Facts & Figures

Exterior Dimensions

Length (in.)	195
Width (in.)	84
Height (in.)	70
Wheelbase (in.)	118
Weight (lb.)	4,595
% weight front/rear	53/47

Cargo Measurement

Max. Load (lb.)	1,210
Cargo Volume, cu.ft.	35.0
Towing Capacity (lb.)	5,000

Fuel
Premium
CR overall mpg 20

Road-Test Highlights

CONSUMER REPORTS conducts more than 50 objective tests and subjective evaluations on every vehicle we rate.

These charts list test results from CR's testing. The information allows you to easily compare models. Here is an explanation about the criteria that appear in the charts:

› **Make & model** specifies the make, model, and trim version of the vehicle Consumer Reports tested. We often test multiple versions of the same model, and each can yield different results depending on the trim and equipment level, body style, and engine type.

› **Trans.** indicates the transmission type and number of speeds. "Auto" is automatic; "CVT," continuously variable transmission; "Man," manual; "Seq," sequential; and "1-spd. dir.," one-speed direct drive.

› **HP** is the horsepower of the engine tested.

› **Engine** notes displacement, number of cylinders, and configuration we tested.

› **CR's Fuel Economy** includes the tested **Overall** miles per gallon based on a realistic mix of highway and city driving. The figures for **City** and **Highway** driving are listed separately.

› **Acceleration** is based on how a vehicle performs in several tests. The **0-30 mph** and **0-60 mph** tests are conducted from a standstill with the engine idling, with the figures indicating the number of seconds needed to reach those speeds. The **¼ mile** test is also done from a standing start, and the figures listed indicate the number of seconds needed to reach the quarter-mile mark as well as the speed the vehicle was traveling when it reached that distance.

› **Braking** is the distance in feet a vehicle took to stop from 60 mph on dry and wet pavement.

› **Performance** includes our emergency-handling and turning-circle tests. **AM speed** is the speed at which the vehicle was able to successfully negotiate our avoidance-maneuver test course. The faster the speed, the better. **Turning circle** is the bumper clearance needed, in feet, for a U-turn to be completed.

For more information on the vehicles we have tested and to continue your research, go to our comprehensive website at CR.org. Consumer Reports members have access to all our test results, detailed reliability and owner satisfaction ratings, and our expert reviews.

PHOTO: JOHN POWERS

Make & Model	Trans.	HP	Engine	CR's Fuel Economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 mph, sec.	0-60 mph, sec.	¼ mile (sec. @ mph)	Dry, 60-0 mph, ft.	Wet, 60-0 mph, ft.	AM speed, mph	Turning circle, ft.
Acura ILX Premium	Seq 8	201	2.4-liter 4	28	18	42	3.1	7.5	15.9 @ 92	132	139	54.5	38
Acura MDX Tech	Auto 9	290	3.5-liter V6	21	14	31	2.8	6.8	15.3 @ 94	135	140	52.0	40
Acura RLX Tech	Auto 10	310	3.5-liter V6	23	15	36	2.7	6.5	15.0 @ 97	128	138	51.5	40
Acura TLX Tech	Seq 8	206	2.4-liter 4	27	18	41	3.0	7.4	15.7 @ 93	129	138	54.5	41
Acura TLX SH-AWD	Auto 9	290	3.5-liter V6	25	16	36	2.5	6.5	14.9 @ 99	129	140	55.0	40
Alfa Romeo Giulia Ti (AWD)	Auto 8	280	2.0-liter 4 turbo	27	18	39	3.1	6.7	15.2 @ 99	136	147	53.0	39
Alfa Romeo Stelvio Ti	Auto 8	280	2.0-liter 4 turbo	24	17	32	3.1	7.0	15.5 @ 96	132	138	52.5	40
Audi A3 Premium	Seq 6	186	2.0-liter 4 turbo	27	18	40	3.2	8.3	16.4 @ 88	124	127	53.0	37
Audi A4 Premium Plus	Seq 7	252	2.0-liter 4 turbo	27	18	40	2.7	6.3	14.9 @ 98	135	145	53.5	40
Audi Q3 Premium Plus	Auto 6	200	2.0-liter 4 turbo	22	15	31	3.2	8.4	16.6 @ 87	132	141	51.5	40
Audi Q5 Premium Plus	Seq 7	252	2.0-liter 4 turbo	24	17	34	2.7	6.8	15.4 @ 94	130	144	52.5	40
Audi Q7 Premium Plus	Auto 8	333	3.0-liter V6 supercharged	20	13	28	2.5	6.7	15.1 @ 96	127	138	50.0	42
Audi TT 2.0T	Seq 6	220	2.0-liter 4 turbo	26	18	35	2.5	6.3	14.8 @ 98	113	122	58.0	36
BMW 328d xDrive	Auto 8	180	2.0-liter 4 turbodiesel	35	24	49	3.5	8.5	16.8 @ 88	132	139	54.0	38
BMW 330i xDrive	Auto 8	248	2.0-liter 4 turbo	26	17	39	2.8	6.9	15.2 @ 97	129	143	55.0	40
BMW 530i xDrive	Auto 8	248	2.0-liter 4 turbo	26	16	40	2.9	7.2	15.5 @ 95	130	141	52.5	42
BMW 750i xDrive	Auto 8	445	4.4-liter V8 turbo	21	14	33	2.4	5.3	13.6 @ 111	131	147	52.5	43
BMW i3 Giga (60ah) Rex	1-spd. dir.	170	0.7-liter 2 electric	139**	135**	141**	3.3	7.5	16.3 @ 85	131	138	55.0	33
BMW M240i	Man 6	335	3.0-liter 6 turbo	25	19	31	2.1	5.2	13.8 @ 105	115	128	58.5	37
BMW X1 xDrive28i	Auto 8	228	2.0-liter 4 turbo	26	17	37	3.5	7.9	16.3 @ 92	134	143	53.0	39
BMW X2 xDrive28i	Auto 8	228	2.0-liter 4 turbo	25	17	36	3.4	8.0	16.2 @ 92	134	141	52.5	39
BMW X3 xDrive30i	Auto 8	248	2.0-liter 4 turbo	24	16	36	3.1	7.7	16.0 @ 92	128	138	50.5	41
BMW X5 xDrive35i	Auto 8	300	3.0-liter 6 turbo	21	14	28	3.1	7.4	15.7 @ 94	137	142	52.0	43
Buick Cascada Premium	Auto 6	200	1.6-liter 4 turbo	22	14	31	3.5	8.9	17.0 @ 86	134	148	54.0	40
Buick Enclave Premium	Auto 9	310	3.6-liter V6	18	12	26	3.1	7.4	15.8 @ 92	130	141	53.5	41
Buick Encore Preferred II	Auto 6	138	1.4-liter 4 turbo	23	16	32	3.8	11.0	18.3 @ 77	127	134	55.0	38
Buick Envision Premium	Auto 6	252	2.0-liter 4 turbo	21	14	31	2.9	7.9	16.1 @ 90	128	153	55.0	38
Buick LaCrosse Essence	Auto 9	310	3.6-liter V6	24	16	36	2.8	6.3	14.8 @ 100	127	144	54.0	39
Buick Regal Essence (AWD)	Auto 8	250	2.0-liter 4 turbo	23	15	34	2.9	7.0	15.3 @ 97	125	133	55.5	39
Cadillac ATS Luxury	Auto 8	272	2.0-liter 4 turbo	23	15	33	2.5	6.5	14.9 @ 97	125	133	57.5	37
Cadillac CT6 Luxury (AWD)	Auto 8	335	3.6-liter V6	22	14	34	2.5	6.5	14.9 @ 98	125	143	52.0	41
Cadillac CTS Luxury (AWD)	Auto 8	335	3.6-liter V6	22	14	34	2.5	6.5	14.9 @ 98	127	145	54.5	38
Cadillac Escalade Luxury	Auto 10	420	6.2-liter V8	16	10	23	2.2	6.1	14.5 @ 98	142	157	45.0	41
Cadillac XT5 Luxury	Auto 8	310	3.6-liter V6	20	13	30	2.7	7.1	15.6 @ 92	132	140	53.5	42
Cadillac XTS Premium Luxury	Auto 6	304	3.6-liter V6	22	14	34	3.0	7.2	15.7 @ 94	128	134	53.0	40
Chevrolet Bolt Premier	1-spd. dir.	200	Electric	119**	128**	110**	3.0	6.8	15.3 @ 93	138	145	53.0	36
Chevrolet Camaro SS	Man 6	455	6.2-liter V8	20	13	28	2.0	4.4	12.7 @ 116	112	119	56.0	40
Chevrolet Colorado LT	Auto 8	308	3.6-liter V6	18	13	26	3.0	7.5	15.8 @ 91	132	150	48.5	43
Chevrolet Colorado LT Diesel	Auto 6	181	2.8-liter 4 turbodiesel	24	15	34	3.7	10.3	17.9 @ 80	134	149	49.0	43
Chevrolet Corvette 3LT	Man 7	460	6.2-liter V8	20	14	28	2.0	4.3	12.6 @ 116	107	121	57.5	38
Chevrolet Cruze LT	Auto 6	153	1.4-liter 4 turbo	30	19	47	3.3	8.5	16.6 @ 88	125	141	56.0	36
Chevrolet Cruze LT Diesel	Auto 9	137	1.6-liter 4 turbodiesel	41	27	60	3.5	9.1	17.1 @ 85	132	150	55.0	36
Chevrolet Equinox LT	Auto 6	170	1.5-liter 4 turbo	25	17	34	3.7	9.6	17.5 @ 82	132	145	53.0	39
Chevrolet Equinox LT Diesel	Auto 6	137	1.6-liter 4 turbodiesel	31	22	41	3.5	10.1	17.8 @ 79	135	141	53.0	39
Chevrolet Impala Premier	Auto 6	305	3.6-liter V6	22	14	34	2.9	6.9	15.5 @ 95	130	136	54.0	40
Chevrolet Malibu Hybrid	CVT	182	1.8-liter 4 hybrid	41	33	49	3.0	8.0	16.3 @ 86	135	153	55.0	38
Chevrolet Malibu LT	Auto 6	160	1.5-liter 4 turbo	29	19	41	3.1	8.4	16.6 @ 86	130	149	53.0	38
Chevrolet Silverado 1500 LT	Auto 6	355	5.3-liter V8	16	11	23	2.8	7.5	15.9 @ 90	138	164	45.5	49
Chevrolet Sonic LT	Auto 6	138	1.8-liter 4	28	19	38	3.2	9.3	17.1 @ 83	128	139	54.0	36
Chevrolet Spark 1LT	CVT	98	1.4-liter 4	33	23	44	4.5	12.0	19.0 @ 76	129	137	57.5	35

*Composite of electric and gas. **Miles-per-gallon equivalent (MPGe).

Make & Model	Trans.	HP	Engine	CR's Fuel Economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 mph, sec.	0-60 mph, sec.	¼ mile (sec. @ mph)	Dry, 60-0 mph, ft.	Wet, 60-0 mph, ft.	AM speed, mph	Turning circle, ft.
Chevrolet Suburban Premier	Auto 6	355	5.3-liter V8	16	10	23	2.9	7.9	16.2 @ 89	139	148	47.0	45
Chevrolet Tahoe LT	Auto 6	355	5.3-liter V8	16	10	23	2.8	7.7	15.9 @ 90	136	140	45.0	41
Chevrolet Traverse Premier	Auto 9	310	3.6-liter V6	20	14	28	3.0	7.3	15.7 @ 93	130	136	50.5	40
Chevrolet Trax LT	Auto 6	138	1.4-liter 4 turbo	25	18	34	4.0	10.8	18.2 @ 78	130	141	54.0	38
Chevrolet Volt LT	1-spd. dir.	149	1.5-liter 4 electric	105**	99**	109**	2.7	8.0	16.3 @ 84	133	140	52.0	38
Chrysler 300 C	Auto 8	363	5.7-liter V8	20	13	31	2.5	6.1	14.5 @ 102	134	143	49.5	39
Chrysler 300 Limited	Auto 8	292	3.6-liter V6	22	15	32	3.2	7.4	15.8 @ 95	137	142	50.0	40
Chrysler Pacifica Hybrid Platinum	CVT	248	3.6-liter V6 hybrid	27	21	32	3.8	8.3	16.5 @ 91	145	145	48.5	41
Chrysler Pacifica Touring L	Auto 9	287	3.6-liter V6	21	13	33	3.1	8.0	16.2 @ 90	136	141	51.0	41
Dodge Challenger R/T Plus	Man 6	375	5.7-liter V8	20	14	27	2.3	5.5	13.9 @ 106	119	128	51.5	40
Dodge Charger R/T	Auto 8	370	5.7-liter V8	20	13	31	2.5	6.1	14.5 @ 102	128	141	50.5	39
Dodge Charger SXT	Auto 8	292	3.6-liter V6	22	15	32	3.2	7.4	15.8 @ 95	134	145	52.0	40
Dodge Durango GT	Auto 8	290	3.6-liter V6	18	12	25	3.1	8.3	16.4 @ 87	134	150	48.0	41
Dodge Journey GT	Auto 6	283	3.6-liter V6	16	11	25	3.2	8.1	16.4 @ 86	139	142	50.0	41
Fiat 124 Lusso	Man 6	160	1.4-liter 4 turbo	31	23	40	2.3	7.1	15.4 @ 92	121	130	56.0	32
Fiat 500 Abarth	Man 5	160	1.4-liter 4 turbo	28	21	34	2.6	8.0	16.1 @ 86	125	126	55.5	39
Fiat 500L Pop	Auto 6	160	1.4-liter 4 turbo	27	18	37	3.9	9.5	17.4 @ 84	132	138	51.5	37
Fiat 500X Pop	Auto 9	180	2.4-liter 4	23	16	31	3.8	9.8	17.6 @ 81	130	146	52.5	37
Ford C-Max Hybrid SE	CVT	188	2.0-liter 4 hybrid	37	35	38	3.4	8.4	16.6 @ 89	138	150	53.0	41
Ford EcoSport SES	Auto 6	166	2.0-liter 4	24	17	31	3.9	10.7	18.1 @ 79	132	139	54.5	36
Ford Edge SEL	Auto 6	245	2.0-liter 4 turbo	21	14	31	3.1	8.8	16.8 @ 84	132	139	51.5	41
Ford Escape SE	Auto 6	179	1.5-liter 4 turbo	23	15	31	3.6	10.1	17.8 @ 80	132	147	50.0	40
Ford Expedition Max Limited	Auto 10	375	3.5-liter V6 turbo	16	11	23	2.7	7.3	15.7 @ 92	143	157	46.5	45
Ford Explorer XLT	Auto 6	290	3.5-liter V6	18	12	26	3.1	7.9	16.2 @ 89	135	145	49.5	40
Ford F-150 XLT	Auto 10	325	2.7-liter V6 turbo	19	13	26	2.9	6.8	15.3 @ 95	145	147	47.0	49
Ford Fiesta SE	Seq 6	120	1.6-liter 4	33	22	45	4.3	10.9	18.4 @ 79	142	159	52.5	36
Ford Fiesta SE Hatchback	Man 5	120	1.6-liter 4	32	23	42	3.6	10.7	17.9 @ 80	134	147	55.0	36
Ford Fiesta ST	Man 6	197	1.6-liter 4 turbo	29	21	36	2.9	7.3	15.6 @ 93	118	124	57.0	37
Ford Flex SEL	Auto 6	287	3.5-liter V6	18	12	25	3.2	8.5	16.5 @ 88	141	145	48.0	43
Ford Focus Electric	1-spd. dir.	143	Electric	107**	108**	107**	4.3	10.2	18.0 @ 82	140	154	52.5	41
Ford Focus SE	Seq 6	160	2.0-liter 4	29	19	43	3.7	9.8	17.4 @ 85	128	140	51.5	37
Ford Focus SE	Auto 6	123	1.0-liter 3 turbo	29	18	44	4.1	11.0	18.3 @ 79	128	140	51.5	37
Ford Focus ST	Man 6	252	2.0-liter 4 turbo	26	19	32	2.8	6.6	15.1 @ 95	122	135	53.0	42
Ford Fusion Hybrid SE	CVT	188	2.0-liter 4 hybrid	39	35	41	3.4	8.3	16.5 @ 90	140	153	52.0	40
Ford Fusion SE	Auto 6	181	1.5-liter 4 turbo	24	16	34	3.2	9.2	17.0 @ 84	125	137	52.5	38
Ford Fusion Titanium	Auto 6	245	2.0-liter 4 turbo	22	14	33	3.0	7.4	15.8 @ 92	130	141	53.5	37
Ford Mustang GT	Man 6	460	5.0-liter V8	19	13	27	2.1	4.9	13.4 @ 111	121	133	54.5	39
Ford Mustang Premium	Auto 10	310	2.3-liter 4 turbo	25	16	36	2.5	6.4	14.9 @ 97	125	135	52.5	39
Ford Taurus Limited	Auto 6	288	3.5-liter V6	21	14	31	2.9	7.2	15.6 @ 95	135	142	50.0	42
Ford Transit Connect XLT	Auto 6	169	2.5-liter 4	21	15	27	3.9	10.9	18.2 @ 78	132	141	53.0	41
GMC Acadia Denali	Auto 6	310	3.6-liter V6	19	13	28	2.6	6.8	15.4 @ 93	130	139	53.5	40
GMC Canyon SLE	Auto 8	308	3.6-liter V6	18	13	26	3.0	7.5	15.8 @ 91	132	150	48.5	43
GMC Canyon SLE Diesel	Auto 6	181	2.8-liter 4 turbodiesel	24	15	34	3.7	10.3	17.9 @ 80	134	149	49.0	43
GMC Sierra 1500 SLT	Auto 6	355	5.3-liter V8	16	11	23	2.8	7.5	15.9 @ 90	138	164	45.5	49
GMC Terrain SLE	Auto 9	252	2.0-liter 4 turbo	22	14	30	2.8	7.2	15.6 @ 93	128	136	54.0	39
GMC Yukon SLT	Auto 6	355	5.3-liter V8	16	10	23	2.8	7.7	15.9 @ 90	136	140	45.0	41
GMC Yukon XL SLT	Auto 6	355	5.3-liter V8	16	10	23	2.9	7.9	16.2 @ 89	139	148	45.0	45
Genesis G80 3.8 (AWD)	Auto 8	311	3.8-liter V6	20	13	30	2.9	7.2	15.5 @ 95	129	137	53.0	38
Genesis G90 Premium (AWD)	Auto 8	365	3.3-liter V6 turbo	18	11	28	2.6	6.0	14.5 @ 101	130	145	52.0	41
Honda Accord EX	CVT	192	1.5-liter 4 turbo	31	21	42	3.1	7.7	16.1 @ 91	135	142	54.5	39
Honda CR-V EX	CVT	190	1.5-liter 4 turbo	28	20	37	3.4	8.2	16.5 @ 88	137	146	52.0	38
Honda CR-V LX	CVT	184	2.4-liter 4	27	19	36	3.7	8.6	16.8 @ 87	133	149	52.5	38

Make & Model	Trans.	HP	Engine	CR's Fuel Economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 mph, sec.	0-60 mph, sec.	¼ mile (sec. @ mph)	Dry, 60-0 mph, ft.	Wet, 60-0 mph, ft.	AM speed, mph	Turning circle, ft.
Honda Civic EX-T	CVT	174	1.5-liter 4 turbo	31	21	45	3.0	7.1	15.6 @ 94	129	141	54.5	37
Honda Civic LX	CVT	158	2.0-liter 4	32	21	45	3.7	8.7	16.8 @ 88	129	140	56.0	37
Honda Civic Si	Man 6	205	1.5-liter 4 turbo	34	23	47	2.8	7.3	15.4 @ 95	131	135	55.5	39
Honda Clarity Plug-in	CVT	212	1.5-liter 4 electric	39	31	45	3.5	8.3	16.6 @ 86	141	145	53.0	40
Honda Fit EX	CVT	130	1.5-liter 4	33	24	42	4.0	10.0	17.7 @ 84	132	135	55.0	36
Honda HR-V LX	CVT	141	1.8-liter 4	29	20	39	4.3	10.5	18.1 @ 81	132	139	55.0	39
Honda Odyssey EX-L	Auto 9	280	3.5-liter V6	22	14	33	3.4	8.1	16.4 @ 89	136	152	50.0	41
Honda Pilot EX-L	Auto 6	280	3.5-liter V6	20	13	28	3.2	7.5	15.9 @ 92	136	153	49.5	41
Honda Ridgeline RTL	Auto 6	280	3.5-liter V6	20	13	29	3.0	7.3	15.8 @ 90	134	142	53.5	46
Hyundai Accent SEL	Auto 6	130	1.6-liter 4	33	22	47	3.7	9.9	17.5 @ 83	128	136	57.5	35
Hyundai Elantra SEL	Auto 6	147	2.0-liter 4	33	21	49	3.8	9.9	17.6 @ 84	133	142	54.0	36
Hyundai Ioniq Hybrid SEL	Seq 6	139	1.6-liter 4 hybrid	52	42	60	3.5	9.9	17.5 @ 81	144	160	51.5	36
Hyundai Kona SEL	Auto 6	147	2.0-liter 4	26	18	34	4.0	11.1	16.3 @ 80	129	131	56.0	36
Hyundai Santa Fe XL SE	Auto 6	290	3.3-liter V6	20	14	29	3.0	7.6	16.1 @ 90	133	140	51.0	39
Hyundai Sonata SEL	Auto 6	185	2.4-liter 4	28	18	42	3.4	8.3	16.6 @ 89	129	135	51.5	37
Hyundai Sonata Hybrid SE	Auto 6	193	2.0-liter 4	39	31	46	3.1	8.2	16.4 @ 89	140	151	50.5	37
Hyundai Tucson SEL	Auto 6	164	2.0-liter 4	24	17	32	4.0	11.0	18.3 @ 80	129	142	54.0	36
Hyundai Tucson Value	Seq 7	175	1.6-liter 4 turbo	26	18	35	3.3	8.4	16.6 @ 86	128	140	53.0	36
Infiniti Q50 3.0t Luxe (AWD)	Auto 7	300	3.0-liter V6 turbo	22	14	32	2.4	5.7	14.2 @ 103	126	131	56.0	39
Infiniti Q70 3.7	Auto 7	330	3.7-liter V6	21	14	29	2.3	5.8	14.2 @ 101	128	143	54.5	40
Infiniti QX30 Premium	Seq 7	208	2.0-liter 4 turbo	25	17	32	2.8	7.1	15.6 @ 93	122	134	57.0	38
Infiniti QX50 Essential	CVT	268	2.0-liter 4 turbo	22	15	29	3.1	7.2	15.6 @ 94	129	130	55.5	38
Infiniti QX60 Base	CVT	295	3.5-liter V6	19	13	26	3.5	8.3	16.5 @ 89	137	143	47.0	41
Infiniti QX80 Base	Auto 7	400	5.6-liter V8	15	11	21	2.7	6.9	15.4 @ 94	139	155	48.0	44
Jaguar E-Pace S	Auto 9	246	2.0-liter 4 turbo	21	15	29	3.1	7.9	16.3 @ 87	129	131	54.0	39
Jaguar F-Pace Prestige	Auto 8	340	3.0-liter V6 supercharged	20	14	27	2.4	6.0	14.4 @ 100	129	139	50.5	41
Jaguar XE Premium (AWD)	Auto 8	247	2.0-liter 4 turbo	25	17	36	3.0	7.7	16.0 @ 93	133	145	53.0	38
Jaguar XF Prestige (AWD)	Auto 8	340	3.0-liter V6 supercharged	21	14	30	2.3	5.8	14.2 @ 102	128	140	51.0	39
Jaguar XJL Portfolio	Auto 8	340	3.0-liter V6 supercharged	19	13	27	2.3	5.5	14.0 @ 106	138	148	52.5	42
Jeep Cherokee Limited	Auto 9	270	2.0-liter 4 turbo	23	15	34	3.2	7.5	16.0 @ 91	129	139	53.0	38
Jeep Compass Latitude	Auto 9	180	2.4-liter 4	24	16	35	3.6	9.8	17.5 @ 82	137	151	53.5	38
Jeep Grand Cherokee Limited	Auto 8	295	3.6-liter V6	18	12	24	3.0	8.0	16.2 @ 88	134	146	50.0	40
Jeep Grand Cherokee Limited Diesel	Auto 8	240	3.0-liter V6 turbodiesel	24	17	32	3.1	8.6	16.7 @ 85	132	145	50.5	39
Jeep Renegade Latitude	Auto 9	180	2.4-liter 4	24	16	32	3.8	9.9	17.6 @ 81	130	133	51.5	37
Jeep Wrangler Sahara (4-door)	Auto 8	285	3.6-liter V6	18	13	24	2.7	7.3	15.6 @ 90	144	163	49.0	42
Kia Cadenza Premium	Auto 8	290	3.3-liter V6	24	16	36	2.9	7.0	15.3 @ 98	127	141	52.0	39
Kia Niro EX	Seq 6	139	1.6-liter 4 hybrid	43	33	52	3.6	9.9	17.6 @ 80	143	152	51.0	36
Kia Optima EX	Auto 6	185	2.4-liter 4	28	18	40	3.3	8.0	16.3 @ 90	130	141	51.5	37
Kia Rio S	Auto 6	130	1.6-liter 4	33	22	48	3.6	9.6	17.3 @ 84	131	140	54.5	35
Kia Sedona EX	Auto 6	276	3.3-liter V6	20	13	28	3.2	8.0	16.3 @ 90	133	144	48.0	38
Kia Sorento EX	Auto 6	290	3.3-liter V6	21	14	30	3.0	7.4	15.9 @ 91	131	143	49.5	38
Kia Soul Plus	Auto 6	161	2.0-liter 4	26	19	33	3.3	8.8	16.9 @ 85	127	135	53.5	36
Kia Sportage LX	Auto 6	181	2.4-liter 4	23	16	32	3.5	9.6	17.4 @ 83	128	131	52.5	36
Kia Stinger Premium (AWD)	Auto 8	255	2.0-liter 4 turbo	23	16	32	3.0	7.5	15.8 @ 93	132	142	53.5	39
Land Rover Discovery HSE	Auto 8	340	3.0-liter V6 supercharged	17	12	24	2.9	7.3	15.6 @ 93	138	148	47.5	42
Land Rover Discovery Sport HSE	Auto 9	240	2.0-liter 4 turbo	21	14	28	3.6	8.6	16.9 @ 87	136	145	50.5	39
Land Rover Range Rover HSE	Auto 8	340	3.0-liter V6 supercharged	17	12	21	2.7	6.7	15.1 @ 96	137	144	48.5	41

*Composite of electric and gas. **Miles-per-gallon equivalent (MPGe).

Make & Model	Trans.	HP	Engine	CR's Fuel Economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 mph, sec.	0-60 mph, sec.	¼ mile (sec. @ mph)	Dry, 60-0 mph, ft.	Wet, 60-0 mph, ft.	AM speed, mph	Turning circle, ft.
Land Rover Range Rover Sport HSE	Auto 8	340	3.0-liter V6 supercharged	18	13	23	2.6	6.5	15.1 @ 95	137	139	49.5	41
Land Rover Range Rover Velar S	Auto 8	247	2.0-liter 4 turbo	21	14	30	3.0	8.4	16.5 @ 88	130	134	51.5	39
Lexus GS 350	Auto 8	311	3.5-liter V6	21	13	32	2.6	6.2	14.7 @ 99	137	147	53.5	37
Lexus GX 460	Auto 6	301	4.6-liter V8	17	12	24	2.7	7.5	16.0 @ 89	136	143	48.0	41
Lexus IS 300 (AWD)	Auto 6	260	3.5-liter V6	20	14	28	2.6	6.5	15.0 @ 96	139	151	53.0	37
Lexus LS 500 (AWD)	Auto 10	416	3.5-liter V6 turbo	20	12	32	2.4	6.0	14.4 @ 103	136	139	51.5	41
Lexus NX 300	Auto 6	235	2.0-liter 4 turbo	24	17	33	3.0	7.5	15.9 @ 92	132	137	49.5	41
Lexus NX 300h	CVT	194	2.5-liter 4 hybrid	29	23	34	3.3	8.9	16.9 @ 85	136	142	49.5	41
Lexus RX 350L	Auto 8	295	3.5-liter V6	20	12	30	2.9	7.7	16.0 @ 90	136	139	51.5	41
Lexus RX 350	Auto 8	295	3.5-liter V6	22	14	31	2.9	7.5	15.8 @ 92	139	152	49.0	40
Lexus RX 450h	CVT	308	3.5-liter V6 hybrid	29	24	33	3.2	7.5	15.8 @ 95	138	147	50.0	41
Lincoln Continental Select (AWD)	Auto 6	335	2.7-liter V6 turbo	20	12	32	2.5	6.6	15.1 @ 94	127	140	51.5	39
Lincoln MKC Reserve	Auto 6	285	2.3-liter 4 turbo	19	13	27	2.8	7.8	16.1 @ 88	125	133	54.0	39
Lincoln MKX 2.7L	Auto 6	335	2.7-liter V6 turbo	18	12	28	2.6	7.2	15.5 @ 92	128	142	53.5	40
Lincoln MKZ Hybrid	CVT	188	2.0-liter 4 hybrid	34	29	38	3.8	9.2	17.1 @ 87	129	139	53.0	40
Lincoln MKZ Reserve	Auto 6	245	2.0-liter 4 turbo	23	16	34	3.0	7.4	15.8 @ 92	124	133	53.0	40
Lincoln Navigator Select	Auto 10	411	3.5-liter V6 turbo	16	11	22	2.4	6.2	14.7 @ 98	144	162	47.0	42
Maserati Ghibli S Q4	Auto 8	430	3.0-liter V6 turbo	19	12	27	2.5	5.4	14.0 @ 107	115	125	53.5	40
Mazda3 Sport	Auto 6	155	2.0-liter 4	33	23	45	3.2	8.3	16.6 @ 88	133	140	54.5	38
Mazda3 Sport Hatchback	Man 6	155	2.0-liter 4	32	24	41	3.0	8.2	16.6 @ 86	133	143	54.0	38
Mazda6 Sport	Auto 6	187	2.5-liter 4	32	22	44	2.8	7.5	15.9 @ 90	132	141	53.0	40
Mazda CX-3 Touring	Auto 6	146	2.0-liter 4	28	20	36	3.5	9.6	17.4 @ 82	135	148	53.5	36
Mazda CX-5 Touring	Auto 6	187	2.5-liter 4	24	17	33	3.1	8.6	16.6 @ 85	133	144	54.0	37
Mazda CX-9 Touring	Auto 6	227	2.5-liter 4 turbo	22	15	32	3.1	7.9	16.3 @ 88	139	143	50.0	40
Mazda MX-5 Miata Club	Man 6	155	2.0-liter 4	34	25	42	2.2	6.7	15.1 @ 92	124	133	57.5	32
Mercedes-Benz C300 4Matic	Auto 9	241	2.0-liter 4 turbo	26	18	35	2.7	6.8	15.2 @ 96	136	144	55.5	38
Mercedes-Benz CLA250	Seq 7	208	2.0-liter 4 turbo	28	19	39	2.7	6.6	15.2 @ 95	124	137	54.0	37
Mercedes-Benz E300 4Matic	Auto 9	241	2.0-liter 4 turbo	24	15	36	2.8	7.1	15.6 @ 93	128	143	54.5	39
Mercedes-Benz GLA250	Seq 7	208	2.0-liter 4 turbo	26	19	35	2.7	6.9	15.4 @ 92	128	142	54.5	37
Mercedes-Benz GLC300	Auto 9	241	2.0-liter 4 turbo	22	15	31	2.7	6.8	15.4 @ 93	132	143	49.5	40
Mercedes-Benz GLE350	Auto 7	302	3.5-liter V6	18	13	25	2.5	6.8	15.2 @ 93	138	156	48.0	40
Mercedes-Benz S560 4Matic	Auto 9	463	4.0-liter V8 turbo	18	12	28	2.3	5.1	13.5 @ 109	128	138	51.0	41
Mini Cooper Base	Auto 6	134	1.5-liter 3 turbo	31	22	41	3.1	8.3	16.5 @ 87	133	142	54.5	36
Mini Cooper S	Man 6	189	2.0-liter 4 turbo	30	23	38	2.7	7.2	15.5 @ 94	130	139	56.0	36
Mini Cooper Clubman Base	Auto 6	134	1.5-liter 3 turbo	28	18	40	3.9	10.5	17.9 @ 81	129	140	56.5	38
Mini Cooper Countryman S	Auto 8	189	2.0-liter 4 turbo	25	17	36	3.1	8.3	16.5 @ 87	120	130	53.0	39
Mitsubishi Mirage ES	CVT	78	1.2-liter 3	37	28	47	4.4	12.1	19.0 @ 75	138	145	52.5	32
Mitsubishi Outlander SEL	CVT	166	2.4-liter 4	24	17	30	3.8	10.0	17.7 @ 81	132	149	50.5	36
Nissan Altima 2.5 SV	CVT	179	2.5-liter 4	29	19	42	3.5	8.4	16.6 @ 89	135	143	52.0	39
Nissan Altima 3.5 SL	CVT	270	3.5-liter V6	24	16	35	2.9	6.3	14.7 @ 101	133	141	52.0	41
Nissan Armada Platinum	Auto 7	390	5.6-liter V8	14	10	20	2.7	6.7	15.3 @ 95	133	147	50.5	43
Nissan Leaf SL	1-spd. dir.	147	Electric	112**	125**	110**	3.1	8.0	16.3 @ 87	141	145	53.5	37
Nissan Maxima Platinum	CVT	300	3.5-liter V6	25	17	36	2.8	6.5	14.9 @ 99	132	141	53.0	39
Nissan Murano SL	CVT	260	3.5-liter V6	21	15	29	3.4	7.7	16.0 @ 92	131	137	50.5	40
Nissan Pathfinder SL	CVT	284	3.5-liter V6	18	13	25	3.2	7.7	16.0 @ 91	137	145	47.0	40
Nissan Rogue SV	CVT	170	2.5-liter 4	24	17	30	3.7	9.5	17.3 @ 83	134	142	54.0	38
Nissan Rogue Sport SV	CVT	141	2.0-liter 4	26	19	34	3.8	10.3	17.9 @ 80	134	139	52.5	38
Nissan Sentra SV	CVT	124	1.8-liter 4	31	21	42	3.9	10.4	18.0 @ 80	129	139	55.5	36
Nissan Titan SV	Auto 7	390	5.6-liter V8	16	11	22	2.8	6.7	15.3 @ 95	131	143	49.5	50
Nissan Versa SV	CVT	109	1.6-liter 4	32	23	40	4.0	10.6	18.1 @ 80	140	152	54.5	38
Nissan Z Coupe Touring	Man 6	332	3.7-liter V6	23	17	28	2.1	5.3	13.9 @ 104	120	127	58.0	37

Make & Model	Trans.	HP	Engine	CR's Fuel Economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 mph, sec.	0-60 mph, sec.	¼ mile (sec. @ mph)	Dry, 60-0 mph, ft.	Wet, 60-0 mph, ft.	AM speed, mph	Turning circle, ft.
Porsche 718 Boxster Base	Seq 7	300	2.0-liter 4 turbo	26	18	36	1.7	4.4	13.0 @ 110	108	119	59.0	37
Porsche 911 Carrera S	Man 7	420	3.0-liter 6 turbo	23	16	32	1.6	4.1	12.4 @ 117	108	119	59.5	38
Porsche Cayenne Base	Auto 8	300	3.6-liter V6	19	14	26	2.8	7.8	15.9 @ 90	134	147	50.0	39
Porsche Macan S	Seq 7	340	3.0-liter V6 turbo	19	13	26	2.7	6.4	14.7 @ 101	130	135	51.0	40
Subaru BRZ Premium	Man 6	205	2.0-liter 4	30	23	37	2.6	7.2	15.6 @ 92	126	126	56.0	38
Subaru Crosstrek Premium	CVT	152	2.0-liter 4	29	20	39	4.0	10.2	17.8 @ 82	125	136	54.5	37
Subaru Forester 2.5i Premium	CVT	170	2.5-liter 4	26	18	35	3.5	8.7	16.8 @ 86	127	140	52.0	37
Subaru Impreza Premium	CVT	152	2.0-liter 4	30	21	41	3.8	9.5	17.3 @ 84	124	140	56.0	37
Subaru Legacy 2.5i Premium	CVT	175	2.5-liter 4	26	17	39	4.1	10.2	17.8 @ 82	128	135	55.5	39
Subaru Outback 2.5i Premium	CVT	175	2.5-liter 4	24	16	34	4.2	10.5	18.1 @ 81	133	142	53.5	39
Subaru Outback 3.6R Limited	CVT	256	3.6-liter 6	22	16	29	3.2	7.4	15.7 @ 93	134	147	55.0	38
Subaru WRX Premium	Man 6	268	2.0-liter 4 turbo	26	19	33	1.9	6.0	14.5 @ 97	120	128	59.0	37
Tesla Model 3 Long Range	1-spd. dir.	258	Electric	130**	136**	123**	2.4	5.3	14.0 @ 102	133	141	55.0	40
Tesla Model S 100D	1-spd. dir.	532	Electric	87**	64**	110**	1.4	3.5	12.1 @ 112	118	129	55.5	41
Tesla Model X 100D	1-spd. dir.	417	Electric	92**	90**	94**	2.2	4.9	13.4 @ 106	127	135	53.5	42
Toyota 4Runner SR5	Auto 5	270	4.0-liter V6	18	12	24	3.0	7.7	16.1 @ 89	131	145	48.0	45
Toyota 86	Man 6	205	2.0-liter 4	30	23	37	2.6	7.2	15.5 @ 94	126	127	56.5	38
Toyota C-HR XLE	CVT	144	2.0-liter 4	29	19	42	4.8	11.2	18.6 @ 80	131	147	52.5	36
Toyota Camry LE	Auto 8	203	2.5-liter 4	32	20	49	3.2	8.0	16.3 @ 91	126	133	53.5	39
Toyota Camry Hybrid LE	CVT	208	2.5-liter 4 hybrid	47	39	53	3.3	7.8	16.1 @ 92	138	147	54.5	40
Toyota Corolla LE	CVT	132	1.8-liter 4	32	23	43	4.0	9.9	17.7 @ 83	138	149	54.5	37
Toyota Highlander XLE	Auto 8	295	3.5-liter V6	22	15	31	2.8	7.4	15.8 @ 92	134	146	48.5	42
Toyota Highlander Hybrid Limited	CVT	306	3.5-liter V6 hybrid	25	18	32	3.3	8.3	16.4 @ 90	138	146	49.0	40
Toyota Land Cruiser	Auto 8	381	5.7-liter V8	14	10	20	2.8	7.3	15.7 @ 92	140	158	46.0	43
Toyota Mirai	1-spd. dir.	153	Electric	67	67	67	3.3	9.3	17.2 @ 81	142	151	49.5	37
Toyota Prius Three	CVT	121	1.8-liter 4 hybrid	52	43	59	3.6	10.3	17.8 @ 81	135	149	53.5	35
Toyota Prius C Two	CVT	99	1.5-liter 4 hybrid	43	37	48	3.7	11.3	18.4 @ 76	135	140	51.5	35
Toyota Prius Prime Premium	CVT	121	1.8-liter 4 electric	69*	56*	81*	3.7	10.8	18.1 @ 78	139	147	55.0	35
Toyota RAV4 XLE	Auto 6	176	2.5-liter 4	24	17	32	3.4	9.3	17.2 @ 83	135	147	51.0	38
Toyota RAV4 Hybrid XLE	CVT	194	2.5-liter 4 hybrid	31	26	36	3.3	8.7	16.7 @ 86	136	145	49.5	36
Toyota Sequoia Limited	Auto 6	381	5.7-liter V8	15	10	21	2.7	7.1	15.6 @ 92	146	163	47.0	42
Toyota Sienna XLE	Auto 8	296	3.5-liter V6	21	14	30	3.2	7.7	16.0 @ 92	137	154	49.5	39
Toyota Tacoma SR5	Auto 6	278	3.5-liter V6	19	14	25	3.5	8.2	16.5 @ 90	146	158	46.0	42
Toyota Tundra SR5	Auto 6	381	5.7-liter V8	15	10	20	2.6	6.7	15.3 @ 93	153	178	44.5	49
Toyota Yaris LE	Auto 4	106	1.5-liter 4	32	23	41	3.9	10.8	18.3 @ 76	137	149	54.0	34
Toyota Yaris iA	Auto 6	106	1.5-liter 4	35	24	48	3.8	10.3	17.9 @ 81	139	157	55.0	34
Volkswagen Atlas SEL	Auto 8	276	3.6-liter V6	20	13	28	3.5	8.7	16.7 @ 88	135	148	51.0	40
Volkswagen Beetle S	Auto 6	174	2.0-liter 4 turbo	27	19	36	3.1	8.4	16.4 @ 89	136	149	51.0	36
Volkswagen GTI SE	Man 6	220	2.0-liter 4 turbo	29	20	39	2.7	6.6	15.2 @ 97	132	144	55.0	37
Volkswagen Golf SE	Auto 6	170	1.8-liter 4 turbo	28	19	38	3.2	8.7	16.7 @ 87	130	137	54.0	37
Volkswagen Golf Alltrack SE	Seq 6	170	1.8-liter 4 turbo	25	16	36	3.2	8.5	16.6 @ 87	124	137	56.0	37
Volkswagen Passat SE	Auto 6	174	2.0-liter 4 turbo	28	19	39	3.1	8.6	16.6 @ 88	129	139	52.5	38
Volkswagen Passat SEL Premium	Seq 6	280	3.6-liter V6	23	16	33	3.0	6.8	15.1 @ 99	132	140	52.5	39
Volkswagen Tiguan SE	Auto 8	184	2.0-liter 4 turbo	25	16	35	4.1	10.3	17.9 @ 83	131	135	52.0	39
Volvo S60 T5 Dynamic	Auto 8	240	2.0-liter 4 turbo	25	16	38	3.1	7.9	16.2 @ 90	128	135	54.0	38
Volvo S90 T6 Momentum (AWD)	Auto 8	316	2.0-liter 4 turbo	23	14	35	2.9	7.2	15.4 @ 98	130	142	52.5	39
Volvo XC40 Momentum	Auto 8	248	2.0-liter 4 turbo	24	16	33	2.9	7.3	15.6 @ 94	132	135	54.0	38
Volvo XC60 Momentum	Auto 8	250	2.0-liter 4 turbo	23	15	32	3.0	8.0	16.2 @ 90	124	129	52.0	39
Volvo XC90 T6 Momentum	Auto 8	316	2.0-liter 4 turbo	20	14	28	3.1	7.7	15.9 @ 93	126	137	52.5	41

*Composite of electric and gas. **Miles-per-gallon equivalent (MPGe).

Safety Update and Crash-Test Ratings

WHEN ASSESSING SAFETY, it's important to compare vehicles in the same class. Models perform differently in crashes based on their size and what they hit. Even a small car with top crash-test ratings will take the brunt of the impact if hit by a larger, heavier vehicle.

As safety technology progresses rapidly, we've begun evaluating some active safety features as part of our test program. As part of our Overall Score, we give additional consideration to advanced safety systems—offered as standard equipment across all trim levels of a particular model—that can help drivers avoid an accident or lessen the impact of a crash.

The Insurance Institute for Highway Safety conducts a front small-overlap crash test, which replicates a 40-mph crash in which 40 percent of the front of a car hits a rigid barrier. The test is done for both the driver and passenger sides. IIHS also conducts a frontal test that replicates hitting an oncoming vehicle straight on.

Overall, newly introduced vehicles that were designed with the test in mind have done better in the test than older models.

Guide to the Chart

The charts on these pages are a comprehensive collection of data to help you compare the safety capabilities of different models. Because crash-test results can be compared only among vehicles of similar weight, we group models by category. Here is a guide to each column:

› **Accident avoidance.** A composite score derived from our track tests, including braking and emergency handling, and to a lesser extent driving position, visibility, acceleration, and seat comfort. If we tested multiple versions of the same model and the accident-avoidance scores differed, we give the range of scores attained.

› **Front-crash prevention.** This indicates the availability of forward-collision warning and automatic emergency braking systems in a model. Std. indicates the feature is standard, Opt. means it is available but might not be on all trims, and a dash (–) means the feature is not available. NA indicates that, at time of publication, there is no information on availability of the features.

› **IIHS safety tests.** These include the small-overlap driver side, offset frontal, side-impact, rear-crash, and roof-strength evaluations. IIHS scores are Good, Acceptable, Marginal, and Poor. The roof-strength test subjects a vehicle to a force equal to four times its weight for up to 5 inches of roof crush.

› **NHTSA safety tests.** These tests are conducted by the National Highway Traffic Safety Administration and measure full-frontal and side-impact performance, and they are displayed as a combined overall and an overall front and side rating. The rollover rating denotes the risk of rollover in a single-vehicle crash. This score is largely based on a static measure of a vehicle's center of gravity. A dynamic test is used for light trucks.

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident avoidance	Forward-collision warning	Automatic emergency braking—City	Automatic emergency braking—Highway	Front small-overlap	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front/side	Rollover 2WD/4WD
CARS: SUBCOMPACT												
Chevrolet Spark	⌃	Opt.	–	–	–	Good	Good	–	–	–	–	–
Fiat 500	–	–	–	–	Poor	Good	Good	Good	Good	–	⌃/–	⌃/–
Ford Fiesta	!–⌃	–	–	–	Marg.	Good	Good	Good	Good	–	⌃/–	⌃/–
Honda Fit	⌃	Opt.	Opt.	Opt.	–	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	⌃/–
Hyundai Accent	⌃⌃	Opt.	Opt.	Opt.	–	–	–	–	–	–	–	–
Kia Rio	⌃	Opt.	Opt.	Opt.	–	–	–	–	–	–	–	–
Mini Cooper	⌃	Opt.	Opt.	–	Good	Good	Good	Good	Good	⌃	⌃/⌃	⌃/–
Mitsubishi Mirage	⌄	–	–	–	Marg.	Good	Good	Good	Good	⌃	⌃/⌃	⌃/–
Nissan Versa	!	–	–	–	Poor	Good	Good	Good	Good	⌃	⌃/⌃	⌃/–
Toyota Prius C	!	Std.	Std.	–	Accept.	Good	Good	Good	Good	⌃	⌃/⌃	⌃/–
Toyota Yaris	!	Std.	Std.	–	Marg.	Good	Good	Good	Good	–	⌃/–	⌃/–
Toyota Yaris iA	!	–	Std.	–	Good	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	⌃/–

PHOTO: JOHN POWERS

WORSE — BETTER

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident avoidance	Forward-collision warning	Automatic emergency braking—City	Automatic emergency braking—Highway	Front small-overlap	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front/side	Rollover 2WD/4WD
CARS: COMPACT												
Acura ILX	⌃	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⌃⌃	⌃/⌃⌃	⌃/–
Audi A3	⌃⌃	Std.	Std.	Opt.	Good	Good	Good	Good	Good	⌃⌃	⌃/⌃⌃	⌃/⌃
BMW i3	⌃	Opt.	Opt.	–	Good	Good	Good	Accept.	Good	–	–	–
Chevrolet Bolt	I	Opt.	Opt.	–	Good	Good	Good	Good	Good	⌃⌃	⌃/⌃⌃	⌃⌃/–
Chevrolet Cruze	⌃–⌃⌃	Opt.	–	–	–	Good	Good	–	–	⌃⌃	⌃⌃/⌃	⌃/–
Chevrolet Sonic	⌃	Opt.	–	–	Good	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	⌃/–
Chevrolet Volt	I	Opt.	Opt.	–	Good	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	⌃⌃/–
Fiat 500L	⌃	–	–	–	Poor	Good	Good	Good	Good	–	–	–
Ford C-Max	I	–	–	–	Accept.	Good	Good	Good	Good	⌃	⌃/⌃⌃	⌃/–
Ford Focus	⌃	–	–	–	Accept.	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	⌃/⌃
Ford Focus Electric	I	–	–	–	Accept.	Good	Good	Good	Good	–	–	⌃⌃/–
Honda Civic	⌃⌃	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	⌃⌃/–
Honda Insight	–	Std.	Std.	Std.	–	–	–	–	–	–	–	–
Hyundai Elantra	⌃	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⌃	⌃/⌃	⌃/–
Hyundai Ioniq	I	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	–	–	–
Kia Forte	–	Opt.	Opt.	Opt.	–	–	–	–	–	–	–	–
Kia Niro	I	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	–	–	–
Kia Soul	⌃⌃	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	⌃/–
Kia Stinger	⌃⌃	Opt.	Opt.	Opt.	–	–	–	–	–	–	–	–
Mazda3	⌃	Std.	Std.	Opt.	Good	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	⌃/–
Mini Cooper Clubman	⌃⌃	Opt.	Opt.	–	–	–	–	–	–	–	–	–
Nissan Kicks	–	Std.	Std.	Std.	–	–	–	–	–	–	–	–
Nissan Leaf	I	Std.	Std.	Std.	–	–	–	Good	–	–	–	–
Nissan Sentra	⌃	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⌃	⌃/⌃⌃	⌃/–
Subaru Impreza	⌃⌃	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	–/⌃⌃
Toyota C-HR	⌃	Std.	Std.	Std.	–	–	–	–	–	⌃⌃	⌃/⌃⌃	⌃/–
Toyota Corolla	I	Std.	Std.	Std.	Good	Good	Good	Good	Good	⌃⌃	⌃/⌃⌃	⌃/–
Toyota Mirai	I	Std.	Std.	Std.	–	–	–	–	–	–	–	–
Toyota Prius	I	Std.	Std.	Std.	Good	Good	Good	Good	Good	⌃⌃	⌃/⌃⌃	⌃/–
Toyota Prius Prime	I	Std.	Std.	Std.	Good	Good	Good	Good	Good	–	–	–
Volkswagen Beetle	I	–	–	–	Marg.	Good	Good	Good	Good	–	⌃/–	⌃/–
Volkswagen Golf	⌃⌃	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⌃⌃	⌃/⌃⌃	⌃/⌃
Volkswagen Golf Alltrack	⌃⌃	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⌃⌃	⌃/⌃⌃	–/⌃
Volkswagen Jetta	–	Opt.	Opt.	Opt.	–	–	–	–	–	–	–	–
CARS: MIDSIZED												
Chevrolet Malibu	⌃	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	⌃/–
Ford Fusion	I–⌃⌃	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⌃⌃	⌃/⌃⌃	⌃/⌃
Honda Accord	⌃⌃	Std.	Std.	Std.	Good	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	⌃⌃/–
Honda Clarity	I	Std.	Std.	Std.	–	–	–	–	–	–	–	–
Hyundai Sonata	⌃⌃	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	⌃/–
Kia Optima	⌃⌃	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	⌃⌃/–
Mazda6	⌃	Std.	Std.	Opt.	Good	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	⌃/–
Nissan Altima	⌃	Std.	Std.	Std.	Good	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	⌃/–
Subaru Legacy	⌃⌃	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	–/⌃⌃
Subaru Outback	⌃	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	–/⌃
Toyota Camry	⌃–⌃⌃	Std.	Std.	Std.	Good	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	⌃⌃/–
Volkswagen Passat	⌃	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⌃⌃	⌃/⌃⌃	⌃/–
CARS: LUXURY MIDSIZED												
Acura TLX	⌃⌃	Std.	Std.	Std.	Accept.	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	⌃⌃/⌃⌃
Alfa Romeo Giulia	⌃	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	–	–	–

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident avoidance	Forward-collision warning	Automatic emergency braking—City	Automatic emergency braking—Highway	Front small-overlap	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front/side	Rollover 2WD/4WD
CARS: LUXURY MIDSIZED *Continued*												
Audi A4	⏫	Std.	Std.	Opt.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⏫/⏫
BMW 3 Series	⏫	Opt.	Opt.	–	Good	Good	Good	Good	Good	⏫	⏫/⏫	⏫/⏫
Buick Regal	⏫	Opt.	Opt.	Opt.	–	–	–	–	–	–	–	–
Cadillac ATS	⏫	Opt.	Opt.	Opt.	–	–	–	–	–	⏫	⏫/⏫	⏫/⏫
Genesis G70	–	Opt.	Opt.	Opt.	–	–	–	–	–	–	–	–
Infiniti Q50	⏫	Opt.	Opt.	Opt.	–	–	Good	Good	Good	–	–	⏫/⏫
Jaguar XE	⏶	Opt.	Opt.	Opt.	–	–	–	–	–	–	–	–
Lexus ES	–	Std.	Std.	Std.	–	–	–	–	–	–	–	–
Lexus IS	!	Std.	Std.	Std.	Good	Good	Good	Good	Good	⏫	⏶/⏫	⏫/⏫
Lincoln MKZ	⏫	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⏶/⏫	⏶/⏶
Mercedes-Benz C-Class	⏶	Opt.	Std.	Std.	Good	Good	Good	Good	Good	⏫	⏶/⏫	⏶/⏶
Mercedes-Benz CLA	⏫	Opt.	Std.	Std.	–	–	–	–	–	–	–	–
Tesla Model 3	⏫	Std.	Std.	Std.	–	–	–	–	–	–	–	–
Volvo S60	⏫	Opt.	Std.	Opt.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⏫/⏫
Volvo V60	–	Std.	Std.	Std.	–	–	–	–	–	–	–	–
CARS: LARGE/LUXURY												
Acura RLX	⏫	Std.	Std.	Std.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⏫/⏫
Audi A6	–	Std.	Std.	Opt.	–	–	–	–	–	–	–	–
Audi A7	–	Std.	Std.	Opt.	–	–	–	–	–	–	–	–
Audi A8	–	Std.	Std.	Opt.	–	–	–	–	–	–	–	–
BMW 5 Series	⏫	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	–	–	–
BMW 7 Series	⏫	Std.	Std.	Opt.	–	–	–	–	–	–	–	–
Buick LaCrosse	⏫	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⏫/⏫
Cadillac CT6	⏫	Opt.	Opt.	Opt.	–	–	–	–	–	–	–	–
Cadillac CTS	⏫	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⏫	⏫/⏫	⏫/⏫
Cadillac XTS	⏫	Opt.	Opt.	Opt.	–	Good	Good	Good	Good	⏫	⏫/⏫	⏶/⏶
Chevrolet Impala	⏫	Opt.	Opt.	Opt.	Accept.	Good	Good	Good	Good	⏫	⏫/⏫	⏶/–
Chrysler 300	⏶	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⏶	⏶/⏫	⏶/⏶
Dodge Charger	⏶–⏫	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⏫	⏶/⏫	⏫/⏫
Ford Taurus	⏶	Opt.	–	–	Accept.	Good	Good	Good	Good	⏫	⏫/⏫	⏶/⏶
Genesis G80	⏫	Std.	Std.	Std.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⏫/⏫
Genesis G90	⏫	Std.	Std.	Std.	Good	Good	Good	Good	Good	–	–	–
Infiniti Q70	⏫	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	–	⏶/–	⏶/⏶
Jaguar XF	⏫	Opt.	Opt.	Opt.	–	–	–	–	–	–	–	–
Jaguar XJ	⏶	Opt.	Opt.	Opt.	–	–	–	–	–	–	–	–
Kia Cadenza	⏫	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	–	–	–
Kia K900	–	Std.	Std.	Std.	–	–	–	–	–	–	–	–
Lexus GS	⏶	Std.	Std.	Std.	–	Good	Good	–	Good	–	–	–
Lexus LS	⏶	Std.	Std.	Std.	–	–	–	–	–	–	–	–
Lincoln Continental	⏫	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⏶/⏶
Maserati Ghibli	⏫	Opt.	Opt.	Opt.	–	Good	Good	Good	Good	–	–	–
Mercedes-Benz CLS	–	Opt.	Std.	Std.	–	–	–	–	–	–	–	–
Mercedes-Benz E-Class	⏫	Std.	Std.	Std.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⏫/⏫
Mercedes-Benz S-Class	⏫	Std.	Std.	Std.	–	–	–	–	–	–	–	–
Nissan Maxima	⏶	Std.	Std.	Std.	Good	Good	Good	Good	Good	⏫	⏶/⏫	⏫/–
Porsche Panamera	–	Opt.	Opt.	Opt.	–	–	–	–	–	–	–	–
Tesla Model S	⏫	Std.	Std.	Std.	Accept.	Good	Good	Good	Good	–	–	–/⏫
Toyota Avalon	–	Std.	Std.	Std.	–	–	–	–	–	–	–	–
Volvo S90	⏫	Std.	Std.	Std.	Good	Good	–	Good	–	–	–	–

WORSE — BETTER

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident avoidance	Forward-collision warning	Automatic emergency braking—City	Automatic emergency braking—Highway	Front small-overlap	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front/side	Rollover 2WD/4WD
CARS: SPORTY/CONVERTIBLE												
Alfa Romeo 4C	–	–	–	–	–	–	–	–	–	–	–	–
Audi A5	–	Std.	Std.	Opt.	Good	Good	Good	Good	Good	⇈	↑/⇈	–/⇈
Audi TT	⇈	–	–	–	–	–	–	–	–	–	–	–
BMW 2 Series	⇈	Opt.	Opt.	–	Good	Good	Good	Good	Good	–	–	–
BMW 4 Series	–	Opt.	Opt.	–	–	–	–	–	–	–	–	–
BMW 6 Series	–	Opt.	Opt.	Opt.	–	–	–	–	–	–	–	–
Buick Cascada	↑	Opt.	–	–	–	–	–	–	–	⇈	↑/⇈	↑/–
Chevrolet Camaro	⇈	–	–	–	Good	Good	Good	Good	Accept.	⇈	↑/⇈	⇈/–
Chevrolet Corvette	⇈	–	–	–	–	–	–	–	–	–	–	–
Dodge Challenger	⇈	Opt.	–	–	Marg.	Good	Good	Accept.	Accept.	⇈	↑/⇈	↑/↑
Fiat 124	⇈	–	–	–	–	–	–	–	–	–	–	–
Fiat 500 Abarth	⇈	–	–	–	–	–	–	–	–	–	–	–
Ford Fiesta ST	⇈	–	–	–	Marg.	Good	Good	Good	Good	–	↑/–	↑/–
Ford Focus ST	⇈	–	–	–	Accept.	Good	Good	Good	Good	⇈	⇈/⇈	↑/–
Ford Mustang	⇈	Opt.	Opt.	Opt.	Accept.	Good	Good	Good	Good	⇈	⇈/⇈	⇈/–
Honda Civic Si	⇈	–	–	–	Good	Good	Good	Good	Good	⇈	⇈/⇈	⇈/–
Hyundai Veloster	–	Std.	Std.	Std.	–	–	–	–	–	–	–	–
Jaguar F-Type	–	Opt.	Std.	–	–	–	–	–	–	–	–	–
Lexus LC	–	Std.	Std.	Std.	–	–	–	–	–	–	–	–
Lexus RC	–	Std.	Std.	Std.	Good	Good	Good	Good	Good	–	–	–
Mazda MX-5 Miata	⇈	–	–	–	–	–	–	–	–	–	–	–
Mercedes-Benz SL	–	Opt.	Std.	Std.	–	–	–	–	–	–	–	–
Mercedes-Benz SLC	–	Opt.	Std.	Std.	–	–	–	–	–	–	–	–
Nissan Z	⇈	–	–	–	–	–	–	–	–	–	–	–
Porsche 718 Boxster	⇈	Opt.	–	–	–	–	–	–	–	–	–	–
Porsche 911	⇈	Opt.	–	–	–	–	–	–	–	–	–	–
Subaru BRZ	⇈	–	–	–	Accept.	Good	Good	Good	Good	–	↑/–	⇈/–
Subaru WRX	⇈	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	–	–	–
Toyota 86	⇈	–	–	–	Accept.	Good	Good	Good	Good	–	↑/–	⇈/–
Volkswagen GTI	⇈	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⇈	↑/⇈	↑/–
MINIVANS												
Chrysler Pacifica	I	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⇈	⇈/⇈	↑/–
Ford Transit Connect	↑	–	–	–	–	–	–	–	–	⇈	↑/⇈	↑/–
Honda Odyssey	I	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⇈	⇈/⇈	↑/–
Kia Sedona	I	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⇈	⇈/⇈	↑/–
Toyota Sienna	I	Std.	Std.	Std.	Accept.	Good	Good	Good	Good	–	↑/–	↑/↑
SUVs: SMALL												
Audi Q3	↑	–	–	–	Good	Good	Good	Good	Good	–	–	–
BMW X1	↑	Opt.	Opt.	–	Good	Good	Good	Good	Good	⇈	↑/⇈	↑/↑
BMW X2	↑	Opt.	Opt.	–	–	–	–	–	–	–	–	–
Buick Encore	⇈	Opt.	–	–	Good	Good	Good	Good	Good	⇈	⇈/⇈	↑/↑
Chevrolet Equinox	↑	Opt.	Opt.	–	Good	Good	Good	Good	Good	⇈	⇈/⇈	↑/↑
Chevrolet Trax	↑	Opt.	–	–	Good	Good	Good	Good	Good	⇈	⇈/⇈	↑/↑
Fiat 500X	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	–	–	–
Ford EcoSport	↑	–	–	–	–	–	–	–	–	↑	↑/⇈	I/↑
Ford Escape	↑	Opt.	–	–	Accept.	Good	Good	Good	Good	⇈	⇈/⇈	↑/↑
GMC Terrain	↑	Opt.	Opt.	–	Good	Good	Good	Good	Good	⇈	⇈/⇈	↑/↑
Honda CR-V	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⇈	⇈/⇈	↑/↑
Honda HR-V	↑	–	–	–	Accept.	Good	Good	Good	Good	⇈	↑/⇈	↑/↑
Hyundai Kona	⇈	Opt.	Opt.	–	Good	Good	Good	Good	Good	–	–	–
Hyundai Tucson	↑–⇈	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⇈	⇈/⇈	↑/↑
Infiniti QX30 (2018.5)	⇈	Std.	Std.	Std.	–	–	–	–	–	–	–	–

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident avoidance	Forward-collision warning	Automatic emergency braking—City	Automatic emergency braking—Highway	Front small-overlap	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front/side	Rollover 2WD/4WD
SUVs: SMALL *Continued*												
Jaguar E-Pace	⏫	Opt.	Std.	Opt.	–	–	–	–	–	–	–	–
Jaguar I-Pace	–	Opt.	Std.	Opt.	–	–	–	–	–	–	–	–
Jeep Cherokee	⬆	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⬆	⬆/⏫	⬆/⬆
Jeep Compass	!	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⏫	!/!
Jeep Renegade	⬆	Opt.	Opt.	Opt.	Accept.	Good	Good	-	Good	⬆	⬆/⏫	⬆/!
Kia Sportage	⏫	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⬆/⏫	⬆/⬆
Land Rover Range Rover Evoque	–	Opt.	Opt.	Opt.	–	–	–	–	–	–	–	–
Mazda CX-3	⬆	Std.	Std.	Opt.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⬆/⬆
Mazda CX-5	⬆	Std.	Std.	Opt.	Good	Good	Good	Good	Good	⬆	⏫/⏫	⬆/⬆
Mercedes-Benz GLA	⏫	Opt.	Std.	Std.	–	–	–	–	–	–	–	–
Mini Cooper Countryman	⏫	Opt.	Opt.	–	Good	Good	Good	Good	Good	–	–	–
Mitsubishi Eclipse Cross	–	Opt.	Opt.	–	–	Good	Good	–	–	–	–	–
Mitsubishi Outlander	!	Opt.	Opt.	–	Good	Good	Good	Good	Good	⏫	⬆/⏫	⬆/⬆
Mitsubishi Outlander Sport	–	Opt.	Opt.	–	Accept.	Good	Good	Good	Good	⬆	⬆/⏫	⬆/⬆
Nissan Rogue	⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⏫	⬆/⬆
Nissan Rogue Sport (2018.5)	⬆	Std.	Std.	Std.	–	–	–	–	–	–	–	–
Subaru Crosstrek	⏫	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⬆/⏫	–/⬆
Subaru Forester	⏫	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⬆/⏫	–/⬆
Toyota RAV4	!	Std.	Std.	Std.	Good	Good	Good	Good	Good	⏫	⬆/⏫	⬆/⬆
Volkswagen Tiguan	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	–	–/⏫	⬆/⬆
Volvo XC40	⬆	Std.	Std.	Std.	–	–	–	–	–	–	–	–
SUVs: MIDSIZED												
Dodge Durango	!	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⬆	⬆/⏫	⬆/!
Dodge Journey	!	–	–	–	Poor	Good	Good	Good	Good	–	⬆/–	⬆/⬆
Ford Edge	⬆	Opt.	–	–	Accept.	Good	Good	Good	Good	⏫	⏫/⏫	⬆/⬆
Ford Explorer	!	Opt.	–	–	Marg.	Good	Good	Good	Good	⏫	⏫/⏫	⬆/⬆
Ford Flex	!	Opt.	–	–	Accept.	Good	Good	Good	Good	–	–	⬆/⬆
GMC Acadia	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⬆/⬆
Honda Pilot	!	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⬆/⏫	⬆/⬆
Hyundai Santa Fe	–	Std.	Std.	Std.	–	–	–	–	–	–	–	–
Hyundai Santa Fe XL	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⬆/⏫	⬆/⬆
Jeep Grand Cherokee	⬆	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⬆	⬆/⏫	!/⬆
Jeep Wrangler	⏬	–	–	–	–	–	–	–	–	–	–	–/!
Kia Sorento	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⬆/⬆
Mazda CX-9	!	Std.	Std.	Opt.	Good	Good	Good	Good	Good	⏫	⬆/⏫	⬆/⬆
Nissan Murano	⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	⏫	⬆/⏫	⬆/⬆
Nissan Pathfinder	!	Std.	Std.	Std.	Good	Good	Good	Good	Good	⏫	⬆/⏫	⬆/⬆
Subaru Ascent	–	Std.	Std.	Std.	–	–	–	–	–	–	–	–
Toyota 4Runner	!	–	–	–	Marg.	Good	Good	Good	Good	⬆	⬆/⏫	!/!
Toyota Highlander	!–⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	⏫	⬆/⏫	⬆/⬆
Volkswagen Atlas	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⬆/⬆
SUVs: MIDSIZED/LUXURY												
Acura MDX	⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⬆/⬆
Acura RDX	–	Std.	Std.	Std.	–	–	–	–	–	–	–	–
Alfa Romeo Stelvio	⬆	Opt.	Opt.	Opt.	–	–	–	–	–	–	–	–
Audi Q5	⬆	Std.	Std.	Opt.	Good	Good	Good	Good	Good	⏫	⏫/⏫	–/⬆
Audi Q7	⏫	Std.	Std.	Opt.	Good	Good	Good	Good	Good	⏫	⬆/⏫	–/⬆
BMW X3	⏫	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	–	–	–
BMW X4	–	Std.	Std.	Opt.	–	–	–	–	–	–	–	–
BMW X5	⬆	Opt.	Opt.	Opt.	–	Good	Good	–	–	⏫	⏫/⏫	⬆/⬆
BMW X6	–	Opt.	Opt.	Opt.	–	–	–	–	–	–	–	–
Buick Envision	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⬆/⏫	–/⬆

*Tested without optional side airbags.

WORSE — BETTER

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident avoidance	Forward-collision warning	Automatic emergency braking—City	Automatic emergency braking—Highway	Front small-overlap	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front/side	Rollover 2WD/4WD
SUVs: MIDSIZED/LUXURY *Continued*												
Cadillac XT5	^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^/^^	^/^
Infiniti QX50	^^	Std.	Std.	Std.	–	–	–	–	–	–	–	–
Infiniti QX60	I	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^/^^	^/^
Jaguar F-Pace	^	Opt.	Opt.	Opt.	–	–	–	–	–	–	–	–
Land Rover Discovery	I	Opt.	Std.	Opt.	–	–	–	–	–	–	–	–
Land Rover Discovery Sport	I	Opt.	Opt.	Opt.	–	–	–	–	–	–	–	–
Land Rover Range Rover Velar	^^	Opt.	Std.	Opt.	–	–	–	–	–	–	–	–
Lexus GX	I	Opt.	Opt.	Opt.	–	–	–	–	–	–	–	–
Lexus NX	I–^	Std.	Std.	Std.	Good	Good	Good	Good	Good	^^	^/^^	^/^
Lexus RX	I	Std.	Std.	Std.	Good	Good	Good	Good	Good	^^	^/^^	^/^
Lincoln MKC	^^	Opt.	–	–	–	Good	Good	–	–	^	^/^^	^/^
Lincoln MKT	–	Opt.	–	–	–	Good	Good	Good	Good	–	–	^/^
Lincoln Nautilus (MKX)	^^	Std.	Std.	Std.	Good	Good	Good	Good	Good	^^	^^/^^	^/^
Maserati Levante	–	Opt.	Opt.	Opt.	–	–	–	–	–	–	–	–
Mercedes-Benz GLC	^	Opt.	Std.	Std.	Good	Good	Good	Good	Good	^^	^^/^^	^/^
Mercedes-Benz GLE	I	Opt.	Std.	Std.	Good	Good	Good	Good	Good	–	–	^/^
Porsche Cayenne	^	Opt.	–	–	–	–	–	–	–	–	–	–
Porsche Macan	^^	Opt.	–	–	–	–	–	–	–	–	–	–
Tesla Model X	^^	Std.	Std.	Std.	–	–	–	–	–	^^	^^/^^	–/^^
Volvo XC60	^^	Std.	Std.	Std.	Good	Good	Good	Good	Good	–	–	–
Volvo XC90	^^	Std.	Std.	Std.	Good	Good	Good	Good	Good	^^	^^/^^	–/^
SUVs: LARGE/LUXURY												
Buick Enclave	^	Opt.	Opt.	Opt.	–	–	–	–	–	^^	^/^^	^/^
Cadillac Escalade	I	Opt.	Opt.	Opt.	–	–	–	–	–	^	^/^^	I/I
Chevrolet Suburban	I	Opt.	Opt.	Opt.	–	–	–	–	–	^	^/^^	I/I
Chevrolet Tahoe	I	Opt.	Opt.	Opt.	–	–	–	–	–	^	^^/^^	I/I
Chevrolet Traverse	^	Opt.	Opt.	Opt.	–	–	–	–	–	^^	^/^^	^/^
Ford Expedition	I	Opt.	Opt.	Opt.	–	–	–	–	–	^^	^^/^^	I/^
GMC Yukon	I	Opt.	Opt.	Opt.	–	–	–	–	–	^	^^/^^	I/I
GMC Yukon XL	I	Opt.	Opt.	Opt.	–	–	–	–	–	^	^/^^	I/I
Infiniti QX80	I	Opt.	Opt.	Opt.	–	–	–	–	–	–	–/^^	I/I
Land Rover Range Rover	I	Opt.	Std.	Opt.	–	–	–	–	–	–	–	–
Land Rover Range Rover Sport	^	Opt.	Std.	Opt.	–	–	–	–	–	–	–	–
Lexus LX	–	Std.	Std.	Std.	–	–	–	–	–	–	^/–	–/^^
Lincoln Navigator	I	Opt.	Opt.	Opt.	–	–	–	–	–	^^	^^/^^	I/^
Mercedes-Benz GLS	–	Opt.	Std.	Std.	–	–	–	–	–	–	–	–
Nissan Armada	I	Opt.	Opt.	Opt.	–	–	–	–	–	^	I/^^	I/I
Toyota Land Cruiser	I	Std.	Std.	Std.	–	–	–	–	–	–	–	–
Toyota Sequoia	v	Std.	Std.	Std.	–	–	–	–	–	–	–	^/^
PICKUPS: COMPACT												
Chevrolet Colorado	I	Opt.	–	–	Good	Good	Good	Good	Good	^	^/^^	I/I
GMC Canyon	I	Opt.	–	–	Good	Good	Good	Good	Good	^	^/^^	I/I
Honda Ridgeline	^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^^/^^	^/^
Nissan Frontier	–	–	–	–	Marg.	Good	Good	Accept.	Good	–	I/–	I/^
Toyota Tacoma	v	Std.	Std.	Std.	Good	Good	Good	Good	Good	^	^/^^	^/^
PICKUPS: FULL-SIZED												
Chevrolet Silverado 1500	I	Opt.	Opt.	–	Marg.	Good	Good	Good	Good	^^	^^/^^	^/^
Ford F-150	I	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^^/^^	^/^
GMC Sierra 1500	I	Opt.	Opt.	–	Marg.	Good	Good	Good	Good	^^	^^/^^	^/^
Nissan Titan	^	–	–	–	Good	Good	Good	Good	Good	^	^/^^	^/^
Ram 1500	–	Opt.	Opt.	Opt.	–	–	–	–	–	–	–	–
Toyota Tundra	vv	Std.	Std.	Std.	Marg.	Good	Good	Good	Accept.	^	^/^^	I/^

Dimensions

THESE CHARTS ALLOW you to easily compare the interior and exterior dimensions of different models, along with cargo, load, and towing capacity. We have detailed data on 252 models, most of it compiled from measurements taken during our testing. Data for vehicles not tested by us or not yet on sale was provided by manufacturers.

Exterior Dimensions & Weight

› **Length, width, height,** and **wheelbase** data come from the manufacturer.
› **Weight** of tested vehicles is measured on our scales.

Cargo

› **Max. load** is the maximum weight of the combination of passengers and cargo that the vehicle can safely carry. This figure is specified by the manufacturer or, in the case of some tested vehicles, calculated based on the difference between our tested vehicle's weight and the manufacturer's specified gross weight.
› **Cargo volume** for wagons, minivans, and sport-utility vehicles is our measurement with the rear seats folded. We use an adjustable pipe-frame box and enlarge it until it no longer fits through the rear hatch. Data for cars come from the government.
› **Towing capacity** is the maximum for the vehicle we tested. For ones we did not test, we have included the manufacturer's tow rating for a typical model.
› **NR** denotes not recommended for towing.

Interior Dimensions

› **Front, rear, and third-row shoulder room** are either our measurements or data from the manufacturer. For three adults to sit abreast comfortably, rear shoulder room should be 55 inches or more.
› **Front legroom** is the maximum distance from the heel point of the driver to the base of the seatback, with the seat adjusted as far back as it will go.
› **Rear or third-row legroom** is measured with the front seat adjusted to provide 40 inches of front legroom.
› **Headroom** is the clearance above a person 5 feet, 9 inches tall.
› **NA** means data are not available; we have been unable to measure the vehicle completely. A dash (–) means not applicable.

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Acura ILX	182	71	56	105	3,095	850	12.0	NR	55.0	41.0	2.5	50.0	27.5	1.5	-	-	-
Acura MDX	196	77	67	111	4,200	1,175	34.0	5,000	60.5	41.0	4.5	58.5	30.0	3.5	52.0	25.0	0.0
Acura RDX	187	74	66	108	4,005	940	NA	1,500	58.0	NA	NA	56.0	NA	NA	-	-	-
Acura RLX	198	74	58	112	3,930	850	15.0	NR	59.5	41.5	3.5	56.0	31.0	3.0	-	-	-
Acura TLX	190	74	57	109	3,480	850	13.0	NR	57.0	41.0	3.0	54.0	27.0	2.5	-	-	-
Alfa Romeo 4C	157	74	47	94	2,465	340	4.0	NR	50.0	NA	NA	-	-	-	-	-	-
Alfa Romeo Giulia	183	74	57	111	3,695	905	12.0	NR	55.0	42.5	2.5	53.0	28.0	1.5	-	-	-
Alfa Romeo Stelvio	185	75	65	111	4,020	990	26.5	3,000	57.5	43.0	3.5	54.0	28.5	2.5	-	-	-
Audi A3	175	70	56	104	3,135	1,100	13.0	NR	54.5	42.0	3.0	51.5	26.0	1.0	-	-	-
Audi A4	186	73	56	111	3,630	1,060	13.0	NR	53.0	43.0	3.5	55.0	27.0	2.5	-	-	-
Audi A5	184	73	54	109	3,550	NA	12.0	NR	55.5	NA	NA	50.5	NA	NA	-	-	-
Audi A6	195	74	57	115	4,000	NA	NA	NA	57.5	NA	NA	56.0	NA	NA	-	-	-
Audi A7	196	75	56	115	4,235	NA	19.0	NR	56.0	NA	NA	54.0	NA	NA	-	-	-
Audi A8	209	77	59	123	4,420	NA	NA	NR	59.0	NA	NA	57.0	NA	NA	-	-	-
Audi Q3	173	72	63	103	3,680	1,060	24.5	2,200	55.0	42.0	4.0	52.5	26.0	3.0	-	-	-
Audi Q5	184	75	65	111	4,140	1,060	27.0	4,400	57.5	41.0	5.0	55.0	27.5	2.5	-	-	-
Audi Q7	200	78	69	118	5,080	1,365	35.5	7,700	59.0	42.0	4.5	57.5	29.0	3.5	50.0	26.5	1.0
Audi TT	165	72	53	99	3,140	770	12.0	NR	53.0	41.5	3.5	46.5	19.5	0.0	-	-	-
BMW 2 Series	175	70	56	106	3,450	805	14.0	NR	54.0	42.0	3.5	51.5	25.0	0.0	-	-	-
BMW 3 Series	183	71	56	111	3,690	905	17.0	NR	55.0	42.0	4.0	54.5	27.5	2.5	-	-	-
BMW 4 Series	183	72	54	111	3,470	790	16.0	NR	55.5	NA	NA	51.5	NA	NA	-	-	-
BMW 5 Series	195	74	58	117	3,950	850	19.0	NR	58.0	43.5	4.5	55.5	30.0	3.0	-	-	-
BMW 6 Series	193	75	54	112	4,355	770	13.0	NR	57.0	NA	NA	49.5	NA	NA	-	-	-
BMW 7 Series	207	75	58	126	4,710	960	18.0	NR	59.0	42.5	4.0	55.0	32.5	3.5	-	-	-
BMW X1	175	72	63	105	3,725	900	27.0	NR	55.0	40.0	4.0	55.5	26.5	3.5	-	-	-
BMW X2	172	72	60	105	3,645	900	23.5	NR	55.0	42.0	4.0	53.0	26.5	2.5	-	-	-
BMW X3	186	74	66	113	4,220	935	32.0	4,410	57.5	43.5	5.5	55.5	29.0	4.5	-	-	-
BMW X4	188	75	64	113	3,900	NA	19.0	4,000	57.0	NA	NA	56.0	NA	NA	-	-	-
BMW X5	192	76	69	116	4,745	1,345	34.5	6,000	60.5	42.0	4.5	58.5	27.0	4.5	45.0	23.5	1.0
BMW X6	192	78	67	116	4,750	935	NA	NR	60.0	NA	NA	57.0	NA	NA	-	-	-
BMW i3	157	70	62	101	3,140	650	12.0	NR	53.5	42.0	4.5	48.0	26.0	3.0	-	-	-

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Buick Cascada	185	72	57	106	3,980	740	13.0	NR	54.5	41.5	5.0	46.0	24.5	0.0	-	-	-
Buick Enclave	204	79	70	121	4,690	1,625	48.5	5,000	62.0	43.0	5.5	61.5	31.5	3.5	57.0	25.0	0.0
Buick Encore	168	70	65	101	3,355	945	26.0	NR	53.0	42.0	4.0	49.0	25.5	4.0	-	-	-
Buick Envision	184	72	67	108	4,050	950	32.5	1,500	56.5	42.5	4.0	53.5	30.5	1.5	-	-	-
Buick LaCrosse	198	73	58	114	3,665	915	15.0	1,000	57.0	44.0	3.5	55.5	32.0	2.5	-	-	-
Buick Regal	193	73	57	111	3,680	925	32.0	NR	56.5	42.5	4.0	55.5	30.0	2.0	-	-	-
Cadillac ATS	183	71	56	109	3,420	870	10.0	NR	55.0	43.0	3.5	53.0	27.5	2.0	-	-	-
Cadillac CT6	204	74	58	122	4,040	910	15.0	1,000	57.5	44.0	4.5	55.0	31.0	3.5	-	-	-
Cadillac CTS	196	72	57	115	3,915	890	14.0	1,000	56.5	42.0	4.0	53.0	28.5	2.0	-	-	-
Cadillac Escalade	204	81	74	116	5,820	1,310	48.0	8,100	64.0	43.0	4.0	64.0	30.0	4.0	63.0	27.0	0.0
Cadillac XT5	190	75	66	113	4,300	1,620	33.0	3,500	57.5	43.5	4.0	55.0	29.0	2.0	-	-	-
Cadillac XTS	202	73	59	112	4,090	925	18.0	1,000	56.0	43.5	3.5	54.0	32.5	3.0	-	-	-
Chevrolet Bolt	164	70	63	102	3,545	875	17.0	NR	54.0	42.5	5.5	54.0	29.5	3.0	-	-	-
Chevrolet Camaro	188	75	53	111	3,730	725	11.0	NR	55.0	42.5	2.0	47.5	23.0	0.0	-	-	-
Chevrolet Colorado	213	74	79	128	4,500	1,555	-	7,000	57.5	43.0	5.5	55.5	28.0	3.0	-	-	-
Chevrolet Corvette	177	74	49	107	3,470	525	15.0	NR	53.0	41.0	3.5	-	-	-	-	-	-
Chevrolet Cruze	184	71	57	106	2,915	870	15.0	NR	54.0	43.0	5.0	51.5	29.0	1.5	-	-	-
Chevrolet Equinox	183	73	65	107	3,540	995	32.0	3,500	55.5	42.5	4.0	54.0	30.0	2.0	-	-	-
Chevrolet Impala	201	73	59	112	3,855	945	19.0	1,000	56.0	43.0	4.0	53.0	32.0	2.0	-	-	-
Chevrolet Malibu	194	73	58	112	3,125	900	16.0	1,000	57.0	43.0	5.5	54.5	29.0	3.0	-	-	-
Chevrolet Silverado 1500	230	80	74	144	5,415	1,705	-	11,200	65.0	44.0	8.5	64.0	32.0	5.5	-	-	-
Chevrolet Sonic	174	68	60	99	2,765	895	15.0	NR	52.0	42.0	5.5	52.0	24.0	2.5	-	-	-
Chevrolet Spark	143	63	58	94	2,280	660	11.0	NR	50.0	41.5	1.5	48.0	24.0	4.5	-	-	-
Chevrolet Suburban	224	81	74	130	5,945	1,455	62.5	8,000	64.5	43.5	4.5	64.5	30.0	5.0	64.0	27.0	4.0
Chevrolet Tahoe	204	81	74	116	5,635	1,580	47.5	8,300	64.5	43.5	4.5	64.5	30.0	4.5	63.5	27.0	0.0
Chevrolet Traverse	204	79	71	121	4,695	1,450	54.5	5,000	61.0	43.5	6.5	61.5	30.0	4.0	58.0	23.0	3.5
Chevrolet Trax	167	70	66	101	3,255	945	26.0	NR	53.0	43.0	6.5	50.0	26.0	4.0	-	-	-
Chevrolet Volt	180	71	56	106	3,520	750	11.0	NR	56.0	43.0	3.5	52.0	27.5	0.5	-	-	-
Chrysler 300	199	75	58	120	4,095	865	16.0	1,000	57.5	43.0	3.0	54.5	29.5	2.5	-	-	-
Chrysler Pacifica	204	80	70	122	4,535	1,300	66.0	3,600	63.5	42.0	6.5	63.0	31.0	4.5	61.0	29.0	4.0
Dodge Challenger	198	76	57	116	4,190	865	16.0	1,000	58.5	42.0	6.0	53.0	23.0	1.0	-	-	-
Dodge Charger	198	75	58	120	4,335	865	16.0	1,000	57.0	41.5	2.5	55.0	28.0	2.0	-	-	-
Dodge Durango	200	76	71	120	5,105	1,200	44.0	6,200	58.0	42.0	4.0	57.0	28.0	5.0	49.0	26.0	0.0
Dodge Journey	192	72	68	114	4,410	1,165	37.0	2,500	57.0	41.0	4.5	56.5	26.0	4.5	51.0	24.0	0.0
Fiat 124	160	69	49	91	2,450	340	5.0	NR	51.5	40.5	2.0	-	-	-	-	-	-
Fiat 500	144	64	59	91	2,565	700	10.0	NR	48.5	41.0	3.0	46.5	22.0	0.0	-	-	-
Fiat 500L	167	70	66	103	3,330	860	22.5	NR	56.0	41.0	7.0	52.5	28.5	3.5	-	-	-
Fiat 500X	167	71	64	101	3,280	1,080	19.5	NR	53.5	41.5	6.0	51.5	26.5	2.5	-	-	-
Ford C-Max	174	72	64	104	3,615	825	28.0	NR	55.5	42.0	7.0	53.0	28.5	5.0	-	-	-
Ford EcoSport	161	70	65	99	3,390	825	22.5	2,000	51.5	42.0	3.5	49.5	27.0	2.5	-	-	-
Ford Edge	188	76	69	112	4,205	935	39.0	3,500	58.0	42.5	3.5	59.0	30.5	3.0	-	-	-
Ford Escape	178	72	66	106	3,695	825	34.0	2,000	55.5	41.5	6.0	53.5	28.0	5.0	-	-	-
Ford Expedition	222	82	76	131	6,035	1,510	66.0	9,300	65.0	42.5	4.5	64.5	33.0	2.5	63.5	26.5	3.0
Ford Explorer	198	79	70	113	4,780	1,280	42.0	5,000	60.5	42.0	5.5	60.0	27.0	3.5	48.5	27.0	3.0
Ford F-150	232	80	77	145	5,065	1,515	-	7,600	66.0	43.0	7.5	65.5	34.5	6.0	-	-	-
Ford Fiesta	174	68	58	98	2,665	825	13.0	NR	52.0	41.5	5.0	48.0	24.5	1.5	-	-	-
Ford Flex	202	80	68	118	4,820	1,160	47.5	4,500	58.5	41.5	6.5	58.0	31.5	7.5	50.0	28.0	2.0
Ford Focus	179	72	58	104	2,990	825	13.0	NR	55.5	42.0	4.5	51.0	27.0	2.0	-	-	-
Ford Fusion	192	73	58	112	3,505	850	16.0	1,000	57.5	42.0	5.0	54.5	29.0	3.0	-	-	-
Ford Mustang	188	75	54	107	3,845	670	14.0	1,000	56.0	42.5	4.0	50.0	23.0	0.0	-	-	-
Ford Taurus	203	76	61	113	4,090	950	20.0	1,000	57.5	41.5	3.5	56.0	28.5	3.5	-	-	-
Ford Transit Connect	190	72	72	121	3,580	1,270	61.0	2,000	57.5	41.0	13.5	58.0	31.0	10.0	56.5	29.5	6.5
GMC Acadia	194	75	66	113	4,395	1,585	40.5	4,000	58.0	43.0	5.0	56.0	31.0	4.0	54.0	24.0	3.5
GMC Canyon	212	74	79	128	4,500	1,555	-	7,000	57.5	43.0	5.5	55.5	28.0	3.0	-	-	-
GMC Sierra 1500	230	80	74	144	5,415	1,705	-	11,200	65.0	44.0	8.5	64.0	32.0	5.5	-	-	-
GMC Terrain	182	72	65	107	3,800	985	33.0	3,500	56.5	42.5	4.5	53.5	30.0	2.5	-	-	-

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
GMC Yukon	204	81	74	116	5,635	1,580	47.5	8,200	64.5	43.5	4.5	64.5	30.0	4.5	63.5	27.0	0.0
GMC Yukon XL	224	81	74	130	5,945	1,455	62.5	8,000	64.5	43.5	4.5	64.5	30.0	5.0	64.0	27.0	4.0
Genesis G70	184	73	55	112	3,850	905	NA	NR	NA	NA	NA	NA	NA	NA	-	-	-
Genesis G80	197	74	58	119	4,530	905	15.0	NR	57.5	42.0	3.5	56.0	29.5	2.5	-	-	-
Genesis G90	205	75	59	124	4,820	880	16.0	NR	59.0	44.0	4.5	56.5	33.0	3.0	-	-	-
Honda Accord	192	73	57	111	3,155	850	17.0	1,000	57.5	42.0	4.0	55.5	32.0	3.5	-	-	-
Honda CR-V	181	73	67	105	3,450	850	36.0	1,500	59.0	41.5	4.0	54.5	31.0	4.5	-	-	-
Honda Civic	182	71	56	106	2,745	850	13.0	NR	56.5	42.0	5.0	54.0	30.0	2.0	-	-	-
Honda Clarity	193	74	58	108	4,045	850	16.0	NR	59.5	40.5	4.0	55.5	30.5	2.5	-	-	-
Honda Fit	161	67	60	99	2,625	850	17.0	NR	54.0	40.0	3.5	49.5	29.0	2.0	-	-	-
Honda HR-V	169	70	63	103	3,045	850	32.0	NR	56.0	41.0	5.0	51.5	30.0	3.5	-	-	-
Honda Insight	184	72	56	106	3,000	850	15.0	NR	57.0	NA	NA	55.0	NA	NA	-	-	-
Honda Odyssey	203	79	68	118	4,490	1,340	71.5	3,500	61.5	41.0	5.0	60.5	31.0	5.0	59.0	29.5	4.0
Honda Pilot	195	79	70	111	4,280	1,340	48.0	5,000	61.0	41.0	6.0	60.5	28.0	5.5	56.0	27.5	4.5
Honda Ridgeline	210	79	71	125	4,415	1,325	-	5,000	61.0	40.5	6.0	60.5	26.0	4.5	-	-	-
Hyundai Accent	173	68	57	102	2,625	850	14.0	NR	54.0	42.0	5.0	51.5	25.0	2.0	-	-	-
Hyundai Elantra	180	71	57	106	2,865	850	14.0	NR	55.0	43.0	5.0	53.5	27.5	2.5	-	-	-
Hyundai Ioniq	176	72	57	106	3,070	850	19.5	NR	55.0	42.0	5.0	51.5	27.0	2.5	-	-	-
Hyundai Kona	164	71	61	102	3,145	860	22.5	NR	54.5	42.0	4.0	54.5	25.0	3.0	-	-	-
Hyundai Santa Fe	188	74	66	109	4,085	NA	NA	NA	59.0	NA	NA	58.5	NA	NA	53.0	NA	NA
Hyundai Santa Fe XL	193	74	67	110	4,210	1,295	40.5	5,000	59.0	41.5	6.0	56.5	30.0	5.0	53.0	31.0	1.0
Hyundai Sonata	191	73	58	110	3,305	905	16.0	NR	57.0	42.5	5.5	55.5	32.0	3.5	-	-	-
Hyundai Tucson	176	73	65	105	3,475	970	29.5	1,500	56.0	41.5	5.5	54.0	28.0	5.0	-	-	-
Hyundai Veloster	167	71	55	104	2,855	770	20.0	NR	56.0	NA	NA	54.5	NA	NA	-	-	-
Infiniti Q50	188	72	57	112	3,875	900	14.0	NR	55.5	41.5	3.5	54.5	28.0	2.0	-	-	-
Infiniti Q70	195	73	59	114	3,895	860	15.0	NR	57.0	41.5	4.0	54.0	29.5	3.0	-	-	-
Infiniti QX30	174	72	60	106	3,540	880	21.5	NR	54.5	44.0	3.0	52.5	25.5	2.0	-	-	-
Infiniti QX50	185	75	66	110	4,155	860	30.5	3,000	58.5	42.5	5.0	56.0	29.0	3.0	-	-	-
Infiniti QX60	196	77	68	114	4,530	1,150	39.0	5,000	59.0	41.5	4.0	59.0	28.0	3.5	55.0	27.0	1.5
Infiniti QX80	208	80	76	121	5,990	1,590	49.5	8,500	63.5	40.5	5.0	63.0	31.0	5.0	58.0	25.0	2.0
Jaguar E-Pace	173	82	65	106	4,130	825	21.5	3,970	56.0	42.5	5.5	54.0	27.0	2.5	-	-	-
Jaguar F-Pace	186	87	66	113	4,350	960	28.5	5,290	57.0	41.0	4.0	55.0	27.5	3.0	-	-	-
Jaguar F-Type	176	74	52	103	3,520	420	7.0	NR	56.5	NA	NA	-	-	-	-	-	-
Jaguar I-Pace	184	75	61	118	4,785	NA	NA	NA	57.5	NA	NA	54.5	NA	NA	-	-	-
Jaguar XE	184	77	56	112	3,770	825	16.0	NR	56.0	41.0	2.0	53.0	27.0	2.5	-	-	-
Jaguar XF	195	78	58	117	4,175	960	19.0	NR	56.5	43.0	3.5	54.0	30.5	3.5	-	-	-
Jaguar XJ	207	75	57	124	4,200	880	15.0	NR	57.0	42.0	2.5	56.0	34.0	2.5	-	-	-
Jeep Cherokee	182	73	66	106	4,070	900	29.5	4,500	57.5	39.0	3.0	54.0	29.0	1.0	-	-	-
Jeep Compass	173	74	65	104	3,525	860	27.5	2,000	55.5	41.5	3.5	52.5	28.0	1.5	-	-	-
Jeep Grand Cherokee	190	77	68	115	4,900	1,050	36.5	6,200	58.0	41.5	4.0	57.0	27.0	4.5	-	-	-
Jeep Renegade	167	71	66	101	3,360	985	30.5	2,000	55.0	43.0	7.0	52.5	27.0	6.0	-	-	-
Jeep Wrangler	188	74	74	118	4,440	850	41.5	3,500	55.5	41.0	4.5	53.0	29.0	5.0	-	-	-
Kia Cadenza	196	74	58	112	3,725	905	16.0	NR	57.0	42.0	3.0	54.5	31.0	3.0	-	-	-
Kia Forte	183	71	57	106	2,815	NA	15.0	NR	56.0	NA	NA	55.5	NA	NA	-	-	-
Kia K900	202	75	59	122	4,555	NA	16.0	NR	59.0	NA	NA	57.0	NA	NA	-	-	-
Kia Niro	172	71	60	106	3,155	850	26.5	NR	55.0	42.5	5.0	53.0	28.5	4.5	-	-	-
Kia Optima	191	73	58	110	3,300	905	16.0	NR	56.5	42.0	4.0	54.5	29.5	3.5	-	-	-
Kia Rio	173	68	57	102	2,575	850	14.0	NR	53.5	42.0	4.5	51.5	25.0	2.0	-	-	-
Kia Sedona	201	78	69	121	4,595	1,325	46.0	3,500	63.0	42.5	6.5	62.5	32.0	5.0	59.0	27.5	2.0
Kia Sorento	189	74	66	109	4,285	1,120	37.5	5,000	58.5	42.0	5.5	56.5	27.5	5.0	52.0	26.0	0.0
Kia Soul	163	71	63	101	3,055	825	24.5	NR	55.0	42.0	4.5	53.0	28.5	2.5	-	-	-
Kia Sportage	176	73	64	105	3,485	970	29.5	2,000	56.0	41.5	5.5	53.0	28.0	4.5	-	-	-
Kia Stinger	190	74	55	114	3,910	930	23.0	NR	55.0	43.0	2.5	51.0	29.5	2.0	-	-	-
Land Rover Discovery	196	82	74	115	5,405	1,200	42.5	8,200	60.5	43.0	4.5	59.5	28.0	4.5	47.5	27.0	3.5
Land Rover Discovery Sport	181	82	68	108	4,325	935	33.0	4,410	58.5	41.0	6.5	56.0	29.5	4.5	-	-	-

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Land Rover Range Rover	197	78	72	115	5,300	960	34.5	7,715	60.5	42.5	5.5	59.0	29.0	4.0	-	-	-
Land Rover Range Rover Evoque	172	77	64	105	3,940	1,025	25.5	3,500	56.5	42.0	5.0	55.5	25.5	4.5	-	-	-
Land Rover Range Rover Sport	191	78	70	115	5,255	1,345	31.5	7,715	60.5	42.0	4.5	59.0	28.0	3.0	43.0	23.0	0.0
Land Rover Range Rover Velar	189	80	66	113	4,350	825	29.0	5,500	57.0	42.5	4.5	55.0	28.5	4.0	-	-	-
Lexus ES	196	73	57	113	3,650	905	17.0	NR	56.0	NA	NA	54.0	NA	NA	-	-	-
Lexus GS	192	72	57	112	3,845	825	16.0	NR	56.5	43.0	3.0	55.0	28.0	2.5	-	-	-
Lexus GX	192	74	74	110	5,170	1,155	36.5	6,500	57.0	42.0	5.5	57.0	30.0	6.0	44.0	24.5	1.0
Lexus IS	184	71	56	110	3,850	825	14.0	NR	55.0	42.5	3.0	51.5	28.5	2.5	-	-	-
Lexus LC	187	76	53	113	4,280	720	5.0	NR	56.5	NA	NA	49.0	NA	NA	-	-	-
Lexus LS	206	75	58	123	5,170	870	17.0	NR	57.0	43.0	2.5	54.5	33.0	2.5	-	-	-
Lexus LX	200	78	75	112	6,000	1,385	NA	7,000	61.0	NA	NA	59.0	NA	NA	59.0	NA	NA
Lexus NX	182	74	65	105	4,000	895	28.5	2,000	56.5	42.0	3.0	57.0	30.0	3.5	-	-	-
Lexus RC	185	72	55	108	3,750	700	10.0	NR	54.5	NA	NA	51.0	NA	NA	-	-	-
Lexus RX	193	75	68	110	4,435	920	30.0	3,500	57.5	42.0	3.0	56.0	30.5	5.0	-	-	-
Lincoln Continental	201	78	59	118	4,540	900	17.0	1,000	58.0	41.5	5.0	55.0	32.5	3.0	-	-	-
Lincoln MKC	179	73	65	106	4,070	825	30.5	2,000	55.5	41.0	4.0	54.0	25.5	2.0	-	-	-
Lincoln MKT	208	76	67	118	4,980	1,160	36.0	4,500	58.5	41.0	4.0	57.5	30.5	3.0	47.0	27.0	0.0
Lincoln MKZ	194	73	58	112	3,755	875	15.0	1,000	57.0	41.5	3.0	54.5	28.0	2.0	-	-	-
Lincoln Nautilus (MKZ)	190	76	66	112	4,560	1,030	32.5	3,500	58.0	40.5	4.0	57.0	28.0	2.0	-	-	-
Lincoln Navigator	210	84	76	123	6,100	1,565	56.0	8,300	65.0	42.5	4.5	65.0	32.0	3.0	63.0	26.0	3.5
Maserati Ghibli	196	77	58	118	4,625	925	18.0	NR	57.5	42.0	3.0	55.5	26.0	2.5	-	-	-
Maserati Levante	197	78	66	118	4,905	NA	NA	6,000	NA	NA	NA	NA	NA	NA	-	-	-
Mazda3	180	71	57	106	2,875	850	12.0	NR	57.0	41.5	4.0	52.0	28.0	4.0	-	-	-
Mazda6	192	72	57	111	3,185	850	15.0	NR	57.0	41.0	4.0	53.5	29.0	3.0	-	-	-
Mazda CX-3	168	70	61	101	2,945	850	18.0	NR	52.5	41.5	4.0	48.0	25.5	3.0	-	-	-
Mazda CX-5	179	73	66	106	3,590	850	30.5	2,000	56.5	42.0	4.0	54.0	27.5	4.5	-	-	-
Mazda CX-9	200	76	68	113	4,585	1,190	34.0	3,500	57.0	42.5	5.0	56.5	31.0	4.5	53.0	28.0	0.5
Mazda MX-5 Miata	154	68	49	91	2,335	340	5.0	NR	51.5	41.0	2.0	NA	NA	NA	-	-	-
Mercedes-Benz C-Class	185	71	57	112	3,670	795	17.0	NR	55.0	44.0	3.0	53.0	26.5	1.5	-	-	-
Mercedes-Benz CLA	182	70	57	106	3,335	860	13.0	NR	55.0	44.5	2.5	52.0	27.5	0.0	-	-	-
Mercedes-Benz CLS	195	74	56	113	4,160	NA	15.0	NR	NA	NA	NA	NA	NA	NA	-	-	-
Mercedes-Benz E-Class	194	73	57	116	4,030	1,070	16.0	NR	57.5	43.5	4.0	56.0	27.5	2.5	-	-	-
Mercedes-Benz GLA	174	71	60	106	3,535	795	23.0	NR	54.5	44.0	2.0	51.5	26.5	2.0	-	-	-
Mercedes-Benz GLC	183	74	65	113	4,010	950	28.0	4,850	57.0	44.0	4.5	55.0	27.5	4.0	-	-	-
Mercedes-Benz GLE	189	76	71	115	4,915	1,080	37.5	7,200	58.0	41.5	4.5	57.5	27.0	4.5	-	-	-
Mercedes-Benz GLS	202	76	73	121	5,660	1,180	47.0	7,500	58.0	42.5	4.5	57.5	28.0	6.0	50.0	25.5	4.5
Mercedes-Benz S-Class	207	75	59	125	4,935	915	16.0	NR	59.0	45.0	3.5	57.0	33.0	3.0	-	-	-
Mercedes-Benz SL	182	74	51	102	3,960	NA	14.0	NR	55.5	NA	NA	-	-	-	-	-	-
Mercedes-Benz SLC	163	72	51	96	3,295	560	10.0	NR	52.0	NA	NA	-	-	-	-	-	-
Mini Cooper	151	68	56	98	2,775	770	9.0	NR	50.5	42.5	3.0	46.0	24.0	2.5	-	-	-
Mini Cooper Clubman	168	71	57	105	3,175	980	23.0	NR	54.5	43.5	3.5	52.0	27.5	2.5	-	-	-
Mini Cooper Countryman	170	72	61	105	3,690	925	23.5	NR	55.0	42.5	3.5	53.0	29.0	2.0	-	-	-
Mitsubishi Eclipse Cross	173	71	67	105	3,515	825	NA	1,500	56.0	NA	NA	55.0	NA	NA	-	-	-
Mitsubishi Mirage	149	66	59	97	2,085	825	17.0	NR	51.5	40.0	4.0	50.0	26.5	2.0	-	-	-
Mitsubishi Outlander	185	71	66	105	3,610	1,155	32.5	1,500	56.0	40.5	5.5	55.0	29.5	3.5	51.0	24.0	0.0
Mitsubishi Outlander Sport	169	70	64	105	3,290	825	25.5	NR	56.0	41.0	5.0	55.0	27.0	3.5	-	-	-
Nissan Altima	192	72	58	109	3,245	900	15.0	NR	56.0	42.0	5.0	54.5	29.0	2.0	-	-	-
Nissan Armada	209	80	76	121	5,910	1,545	47.0	8,500	63.0	40.5	5.0	63.0	31.0	5.0	53.0	26.0	3.0
Nissan Frontier	206	73	70	126	4,655	1,160	-	6,100	58.0	40.0	3.0	58.0	27.0	3.5	-	-	-
Nissan Kicks	169	69	62	103	2,800	NA	NA	NR	53.0	NA	NA	53.0	NA	NA	-	-	-
Nissan Leaf	176	71	61	106	3,440	860	24.0	NR	54.0	41.0	5.5	51.0	27.0	2.0	-	-	-
Nissan Maxima	193	73	57	109	3,535	900	14.0	NR	56.0	41.5	2.5	53.0	28.0	2.0	-	-	-
Nissan Murano	192	75	67	111	4,025	900	33.5	1,500	58.5	41.5	4.0	57.5	29.5	2.5	-	-	-

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. load (lb.)	Cargo volume (cu. ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Nissan Pathfinder	199	77	70	114	4,505	1,150	39.5	6,000	60.0	42.0	4.5	60.0	29.5	3.0	56.0	25.5	2.0
Nissan Rogue	185	72	66	107	3,590	900	31.5	1,100	56.0	40.5	5.0	54.5	29.0	2.5	-	-	-
Nissan Rogue Sport	172	72	63	104	3,365	900	24.5	NR	56.0	41.5	5.0	53.0	27.0	4.0	-	-	-
Nissan Sentra	182	69	59	106	2,865	860	15.0	NR	54.5	41.0	4.5	53.0	30.5	2.0	-	-	-
Nissan Titan	228	80	77	140	5,770	1,435	-	9,390	63.0	42.0	6.0	63.0	31.0	5.5	-	-	-
Nissan Versa	175	67	60	102	2,430	850	15.0	NR	50.5	41.0	5.0	50.5	32.0	2.0	-	-	-
Nissan Z	167	73	52	100	3,385	450	7.0	NR	54.0	39.0	3.0	-	-	-	-	-	-
Porsche 718 Boxster	172	71	50	97	3,150	485	4.0	NR	50.0	42.5	4.0	-	-	-	-	-	-
Porsche 911	177	71	51	96	3,235	660	5.0	NR	50.0	43.0	4.5	47.0	19.0	0.0	-	-	-
Porsche Cayenne	191	79	67	114	4,795	1,280	33.0	7,715	58.5	41.5	4.5	55.0	28.0	2.5	-	-	-
Porsche Macan	184	76	64	111	4,415	1,150	29.0	5,220	56.5	42.0	4.5	54.5	25.5	2.0	-	-	-
Porsche Panamera	199	76	56	116	4,125	990	17.0	NR	56.5	NA	NA	53.0	NA	NA	-	-	-
Ram 1500	233	82	78	145	5,200	1,400	-	12,750	66.0	NA	NA	65.5	NA	NA	-	-	-
Subaru Ascent	197	76	72	114	4,475	1,160	NA	5,000	61.0	NA	NA	60.5	NA	NA	57.0	NA	NA
Subaru BRZ	167	70	51	101	2,770	700	7.0	NR	54.5	41.5	3.5	50.0	21.5	0.0	-	-	-
Subaru Crosstrek	176	71	64	105	3,190	900	27.5	1,500	56.0	42.0	5.5	53.5	29.5	3.5	-	-	-
Subaru Forester	181	71	66	104	3,370	900	35.5	1,500	56.0	41.5	3.5	55.0	30.0	3.5	-	-	-
Subaru Impreza	182	70	57	105	3,085	850	12.0	NR	56.0	42.5	5.0	53.5	29.0	2.5	-	-	-
Subaru Legacy	189	72	59	108	3,470	850	15.0	NR	58.0	43.0	5.5	57.0	30.0	3.0	-	-	-
Subaru Outback	190	72	66	108	3,640	900	34.0	2,700	58.0	42.5	6.5	57.0	29.5	4.5	-	-	-
Subaru WRX	180	69	58	103	3,320	850	11.0	NR	55.5	42.0	3.5	53.5	29.0	3.0	-	-	-
Tesla Model 3	185	73	57	113	3,895	890	15.0	NR	55.5	42.5	6.0	52.5	29.0	3.5	-	-	-
Tesla Model S	196	77	57	117	4,960	890	32.0	NR	57.0	42.0	6.0	53.0	29.0	0.0	-	-	-
Tesla Model X	198	82	64	117	5,415	1,170	26.0	5,000	60.0	42.5	5.5	56.5	28.0	6.0	40.0	23.0	2.0
Toyota 4Runner	190	76	72	110	4,665	1,155	44.5	5,000	57.5	41.5	3.5	57.5	30.0	4.0	57.5	NA	NA
Toyota 86	167	70	51	101	2,770	700	7.0	NR	54.5	41.5	3.5	50.0	21.5	0.0	-	-	-
Toyota Avalon	196	73	57	113	3,660	940	16.0	NR	58.5	NA	NA	57.0	NA	NA	-	-	-
Toyota C-HR	171	71	62	104	3,290	835	19.5	NR	54.0	41.5	4.5	53.0	27.5	3.0	-	-	-
Toyota Camry	192	72	57	111	3,340	925	15.0	NR	56.5	43.0	4.5	54.5	31.0	3.5	-	-	-
Toyota Corolla	183	70	57	106	2,900	865	13.0	NR	54.0	41.5	3.0	53.0	29.0	1.5	-	-	-
Toyota Highlander	191	76	70	110	4,570	1,340	40.5	5,000	58.5	42.0	4.0	57.5	31.5	5.5	53.0	21.0	1.5
Toyota Land Cruiser	195	78	74	112	5,855	1,230	43.0	8,200	61.0	41.5	3.5	60.5	31.0	4.5	56.5	25.0	1.0
Toyota Mirai	193	72	61	110	4,100	690	13.0	NR	53.5	41.0	4.0	52.0	27.0	2.0	-	-	-
Toyota Prius	179	69	58	106	3,080	825	22.0	NR	54.0	42.0	5.5	51.5	29.0	2.0	-	-	-
Toyota Prius C	160	67	59	100	2,545	845	17.0	NR	52.0	41.0	4.0	48.5	27.0	2.5	-	-	-
Toyota Prius Prime	183	69	58	106	3,410	670	20.0	NR	54.0	42.0	5.5	51.5	28.0	2.0	-	-	-
Toyota RAV4	180	73	65	105	3,620	900	37.0	1,500	56.5	42.0	4.5	54.0	30.0	4.0	-	-	-
Toyota Sequoia	205	80	75	122	6,025	1,230	61.0	7,300	65.5	41.5	3.5	65.5	33.5	4.5	65.0	26.0	4.0
Toyota Sienna	200	78	71	119	4,550	1,290	70.5	3,500	64.0	42.0	5.5	63.5	35.5	4.0	60.0	25.0	3.0
Toyota Tacoma	212	74	71	127	4,450	1,000	-	6,400	57.5	41.0	3.5	57.5	26.5	3.0	-	-	-
Toyota Tundra	229	80	76	146	5,740	1,395	-	10,000	64.5	42.5	5.5	63.0	28.5	3.5	-	-	-
Toyota Yaris	154	67	59	99	2,385	845	16.0	NR	51.5	41.5	4.5	49.5	26.0	2.0	-	-	-
Toyota Yaris iA	172	67	59	101	2,420	850	13.0	NR	53.0	41.5	4.0	47.0	25.0	1.5	-	-	-
Volkswagen Atlas	198	78	70	117	4,670	1,215	50.5	5,000	61.0	43.0	6.5	59.5	32.5	5.0	53.0	28.0	1.5
Volkswagen Beetle	168	71	59	100	3,040	835	11.0	NR	54.0	43.0	6.5	47.0	24.0	1.5	-	-	-
Volkswagen GTI	166	70	58	102	3,155	1,045	24.0	NR	55.5	42.5	4.0	52.5	27.0	3.5	-	-	-
Volkswagen Golf	168	71	57	104	3,090	1,005	24.0	NR	55.5	44.0	4.0	52.5	28.0	3.5	-	-	-
Volkswagen Golf Alltrack	180	71	60	104	3,465	1,010	30.5	NR	55.5	44.0	3.0	52.5	28.0	2.5	-	-	-
Volkswagen Jetta	185	71	57	106	2,970	970	16.0	NR	56.0	NA	NA	54.0	NA	NA	-	-	-
Volkswagen Passat	192	72	59	110	3,320	1,115	16.0	1,000	56.5	43.5	4.0	56.0	33.5	2.5	-	-	-
Volkswagen Tiguan	185	72	66	110	3,860	1,215	33.0	1,500	56.0	42.5	6.0	55.0	32.0	4.0	48.0	NA	NA
Volvo S60	182	73	58	109	3,610	1,025	12.0	3,500	56.5	41.0	3.5	53.5	28.0	2.5	-	-	-
Volvo S90	200	74	57	121	4,085	950	14.0	3,500	56.0	42.0	4.0	54.5	29.0	4.0	-	-	-
Volvo V60	187	73	56	113	4,000	NA	NA	2,000	56.0	NA	NA	54.5	NA	NA	-	-	-
Volvo XC40	174	73	65	106	3,785	925	25.5	3,500	56.0	41.5	3.5	55.0	27.0	3.0	-	-	-
Volvo XC60	185	79	65	113	4,150	950	34.0	3,500	58.0	43.0	5.0	56.0	28.5	4.0	-	-	-
Volvo XC90	195	84	70	118	4,595	1,210	35.0	5,000	57.0	42.0	5.0	56.0	28.0	5.0	43.0	23.5	1.0

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